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198612

OPERATION & WORKS COMMITTEE MG.0

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August 11 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

MONDAY, AUGUST 11, 1986, 9:30 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy  
Councillor L. Taylor  
Councillor F. McKechnie  
Councillor D. Culham (Chairman)  
Councillor D. Cook  
Councillor T. Southorn

Prepared by: Kathy Zammit, Clerk's Department  
Date: August 7 1986

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

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CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

AUGUST 11, 1986

DEPUTATIONS - 9:30 A.M.

- A. Mr. R.F. Hall, Chairman of the Board and Mr. W. McInerney, Superintendent of Special Education, the Dufferin-Peel Roman Catholic Separate School Board.

D.05.06

SEE ITEM 1

MATTERS FOR CONSIDERATION:

1. Letter dated May 22, 1986, from Mr. R.F. Hall, Chairman of the Dufferin-Peel Roman Catholic Separate School Board in response to the following General Committee recommendation of March 5, 1986, as adopted by Council on March 24, 1986:

- '(a) That eleven student bus passes be issued gratuitously to named students at St. Martin's High School who are enrolled in the class for trainable retarded and further such passes expire at the end of the 1985/86 school year.
- (b) That effect September 1986 no further passes be issued gratuitously to the students of the Peel Board of Education or the Dufferin Peel Roman Catholic Separate School Board and that each Board be advised that they are responsible financially for the cost of incurred in providing bus passes to conduct their programs.

Attached is the report dated February 11, 1986, from the Transit General Manager outlining the history and rationale for the recommendation.

Mr. Hall expresses his concern about the decision to discontinue the issue of such passes in September 1986 and that the Board was not permitted the opportunity to address this issue before Council and/or Committee.

Mr. Hall and Mr. McInerney will appear before the Committee regarding this matter.

D.05.06



2. Report dated July 28, 1986, from the Commissioner of Engineering and Works with respect to the construction of storm sewer inlet structure, channel and berm works on Ontario Ministry of Government Services lands located south of Highway #403 and east of Mavis Road, as part of the servicing for proposed plan of subdivision T-77060, Matthews Group Limited Subdivision (Phase II).

The Ministry has given permission to proceed with these works subject to the City acquiring an easement over the lands containing the inlet structure, channel and berm. This easement is in the process of being secured by the City however, the developer wishes to proceed with these works prior to the easement transfer being registered. The MGS has no objection to this proposal provided that the City of Mississauga enters into a "Permission to Enter or Enter and Construct" Agreement. That Agreement has been approved by our Legal Department.

**RECOMMENDATION:**

That a by-law be passed authorizing execution of a Permission to Enter or Enter and Construct Agreement with the Ontario Ministry of Government Services with respect to the construction of the storm sewer inlet structure, channel and berm works by Matthews Group Limited, proposed plan of subdivision T-77060, Phase II, located south of Highway #403 and east of Mavis Road.

T-77060

**RECOMMEND ADOPTION**

3. Report dated July 11, 1986, from the Commissioner of Engineering & Works with respect to a Supplementary Licensing Agreement for Elmwood Fruit Market at 170 Lakeshore Road East. The Building Department has requested the Engineering Department to review the location of a proposed new directory sign at 170 Lakeshore Road East to ensure property sight distances and that the applicant has sufficient property available. The City has obtained road widenings in this location where the sign is proposed and most of the existing parking lot. A License Agreement covering the parking lot exists between the City and the Fruit Market Owners. The proposed sign will not disrupt sight lines and the Department has no objection to the location of the sign.

**RECOMMENDATION:**

That a by-law be enacted to authorize execution of a Supplementary License Agreement between The Corporation of the City of Mississauga and Pietro Rinella and Jose Indovina with respect to a sign to be located at 170 Lakeshore Road East (Elmwood Fruit Market) subject to an application to the Building Department for a Sign Permit.

L.09.04.01

**RECOMMEND ADOPTION**

August 11, 1986

4. Report dated July 18, 1986, from the Commissioner of Engineering & Works in response to a request by the Developer of Turney Drive and Thomas Street Subdivisions. The two pieces of property involve 54 lots which front on Turney Drive and Thomas Street and which back on Erin Mills Parkway and the realigned Thomas Street.

In an effort to reduce the servicing costs during the preparation of the most recent Consolidated Reports, the Engineering Department agreed to consider roadways with open ditches in keeping with the other older developments in the area. In addition there are various other contributions required including the standard requirement for a cash contribution for sidewalks along the major roadways in this case Erin Mills Parkway and the realigned Thomas Street.

The developer responded that they would like to see the roadway completely reconstructed with curb and gutter and would provide the necessary design and funding for this work if certain arrangements are agreed to by the City as outlined in the report. The request has been reviewed and found feasible.

RECOMMENDATION:

That the following arrangements be approved with respect to proposed Plans of Subdivision T-78059 and T-25285, Turney Drive and Thomas Street Subdivisions:

- (a) That the requirement for a cash contribution for a sidewalk along Erin Mills Parkway and the realigned Thomas Street be waived;
- (b) That Building Permits be issued prior to the reconstruction of Turney Drive and Thomas Street provided that all services and alternate builders accesses are provided;
- (c) That the City reconstruct Turney Drive and Thomas Street in the year following completion of house construction with all funds to be provided by the Developer.

T-25285  
T-78059

RECOMMEND ADOPTION

5. Report dated July 11, 1986, from the Commissioner of Engineering & Works with respect to the assumption of Mississauga Commercial Properties Limited, Dundix Arena Subdivision, Plan 43R-2899, located north of Dundas Street East and west of Dixie Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

Mississauga Commercial Properties Limited have requested in their letter dated February 27, 1986 (copy attached) that the Engineering and Works Department complete the outstanding fencing and sodding deficiencies on the developer's behalf. The developer has authorized the City to deduct \$3,823.81 from the security deposit to complete the outstanding services.



August 11, 1986

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal services constructed by Whitehorn Investments Limited, under the terms of the Engineering Agreement for Plan 43R-2899, located north of Dundas Street East and west of Dixie Road.
- (b) That the City Treasurer be authorized to draw \$3,823.81 from the \$3,907.00 cash deposit and place \$3,159.01 into Account P.N. 85-157, \$664.80 into the Engineering Fees Account #08610-95-2000 and return \$83.19 to the developer.
- (c) That the City Treasurer be authorized to release the performance bond in the amount of \$78,140.00 to the developer.

B.01.08

RECOMMEND ADOPTION

6. Report dated July 15, 1986, from the Commissioner of Engineering & Works with respect to the assumption of municipal services constructed by 423312 Ontario Limited, Plan M-388, located north of Burnhamthorpe Road and east of Tomken Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal services constructed by 423312 Ontario Limited, under the terms of the Engineering Agreement for Plan M-388, located north of Burnhamthorpe Road and east of Tomken Road.
- (b) That the City Treasurer be authorized to release the Letters of Credit for Plan M-388, currently valued at \$35,110.44 and \$2,960.00.
- (c) That a by-law be enacted establishing the road allowance with Plan M-388, as a public highway and part of the municipal system of the City of Mississauga.

B.06.388.02

RECOMMEND ADOPTION

7. Report dated July 16, 1986, from the Commissioner of Engineering & Works in response to a letter dated May 6, 1986, from the City of Etobicoke regarding the dumping of garbage along the Etobicoke Creek between Dundas Street and The Queensway (Request for Report 107-86). Staff have visited the site with the M.T.R.C.A. and confirmed the dumping of at least six piles of construction debris on a site which is presently under development. Subsequently staff have advised the owners of the land, Runnymede Development Corporation to make arrangements for the removal of the said garbage by June 30, 1986. Staff recently visited the site and the works have not been undertaken.

RECOMMENDATION:

- (a) That the City make arrangements for the removal of the construction debris along the Etobicoke Creek between Dundas Street and The Queensway, and the reinstatement of any disturbed ground, should the developer, Runnymede Development Corporation, not complete these works by June 30, 1986.
- (b) That all costs incurred by the City to undertake the clean-up be drawn from the Developer's Letter of Credit, Runnymede Development Corporation.
- (c) That a copy of the report dated June 10, 1986 from the Commissioner of Engineering and Works regarding the dumping of garbage along the Etobicoke Creek between Dundas Street and The Queensway be forwarded to the City of Etobicoke and the Metropolitan Toronto and Region Conservation Authority for their information.

OZ/24/84  
F.05.04.01

RECOMMEND ADOPTION

8. Report dated July 25, 1986, from the Commissioner of Engineering & Works in response to a letter dated May 29, 1986, from Mr. L.E. Crisp of 1222 Bloor Street East regarding sidewalk snow plowing (Request for Report 142-86).

The sidewalk on Bloor Street between Dixie Road and Tomken Road has been classified as a priority sidewalk for winter maintenance. This provides plowing and sanding service for the many pedestrians that utilize this sidewalk. The report addresses the comments regarding the ice left by the plow, the damage which occurs to various items adjacent to sidewalks, the purchase of additional equipment to improve the service, and the training program for winter maintenance operators.

RECOMMENDATION:

That no change be made to the City's Policy for Sidewalk Plowing and Sanding with respect to the winter maintenance on Bloor Street between Dixie Road and Tomken Road.

F.05.03.02

RECOMMEND ADOPTION

9. Report dated July 31, 1986, from the Commissioner of Engineering and Works with respect to the installation of sidewalks in new residential subdivisions (Request for Report 155-86).

Mr. Taylor outlines the current Sidewalk Policy adopted on October 11, 1977, noting the policies to determine the sidewalk locations within new developments:

- i) On local streets, sidewalks will be required on one side only.
- ii) Cul-de-sacs which service single-family and/or semi-detached dwellings only, will not require a sidewalk on either side.
- iii) Cul-de-sacs which service developments other than single-family or semi-detached dwellings, such as on-street townhouses, condominiums, row-housing, etc. will require a sidewalk on one side of the street.
- iv) A sidewalk will be required on one side of the cul-de-sac where the sidewalk will form part of the walkway system.

This policy is generally a good one being both fair and reasonable, and in the overall best interests of the community.

The only portion he would suggest be changed is to delete part iv) - if in a specific area a walkway is required, that fact will be reported at the time of the approval of the Servicing Agreement.

The actual installation of the sidewalk in new developments is often left as one of the last items to be completed and normally is installed prior to the lot sodding and grading. In the past, sidewalks have been less satisfactorily installed earlier in the development process. The primary reason to delay sidewalk construction as long as possible is to minimize the damage which occurs during the house building operations. Earlier installation of the sidewalk typically results in numerous repairs being required.

The City has the power to require earlier construction of the sidewalks but it must be recognized that this would increase the developers cost both to protect the sidewalk during the house construction and also to repair any damages caused. Moreover it may not solve the current problem as most houses are now bought prior to any site construction with a result that purchasers cannot view the completed streetscape before deciding to purchase.



If a sidewalk is proposed by residents for deletion then we feel that the procedure and requirements for deletion should be set out in writing to provide guidance to the staff and the residents involved. Until recently the informal policy in use was that unless the request for deletion was unanimous, the sidewalk would be installed as shown in the development agreement. This was based on the logic that all purchasers bought houses on the basis of a sidewalk being installed and therefore had paid their share of the cost and were entitled to receive that service already paid for.

Other suggestions would vary the necessary percentage of requests for deletion down to a simple majority of homeowners.

He suggests that the major reason for the recent large number of requests for sidewalk deletion is the effect that the sidewalk has on the parking of cars within the individual driveways. Normally cars cannot be parked end to end in front of the garage where sidewalks exist, thereby limiting the off-street parking to two or four cars depending whether it is a single or double driveway. (Assuming that garages are used).

This effect could be reduced if the sidewalk were placed adjacent to the curb. However, the Engineering Department does not recommend this as it creates other problems such as snow clearing, driveway depressions in the sidewalk causing for an uneven sidewalk walking surface, safety of young children playing directly adjacent to the roadway and the effect of a sidewalk on the other utilities located within the right-of-way, many of which do not wish to be located directly underneath the sidewalk for access reasons.

Another way to reduce the parking effect is to allow more and longer on-street parking on local residential streets and cul-de-sacs. Discussions on this item are currently before Council. He summarizes that :

1. The requirement for a sidewalk on a cul-de-sac forming part of a walkway system (part d) iv)) be deleted from the Sidewalk Policy.
2. The remaining current Sidewalk Policy is reasonable and should be endorsed.
3. Requests for deletion of sidewalks in residential subdivisions be approved by the Commissioner of Engineering and Works where 100% of the affected residents request the sidewalk's deletion.
4. Where sidewalks are installed that they be placed in the standard right-of-way location being 1 m inside of the right-of-way limit.

RECOMMENDATION:

- (a) That Resolution 120-77, outlining the current Sidewalk Policy, be amended to delete part d) iv).
- (b) That the policy, as amended, be used as a standard for determining sidewalk requirements in new residential developments.



- (c) That requests for deletion of sidewalks within new subdivisions be approved by the Commissioner of Engineering and Works only where 100% of the affected residents specifically request the sidewalk deletion.
- (d) That where sidewalks are installed in new subdivisions that they be placed in the standard right-of-way location.

F.05.02  
J.05.86014

RECOMMEND ADOPTION

10. Report dated July 30, 1986, from the Commissioner of Engineering and Works with respect to the upgrading of Rockhill Road/Bayswater Crescent, approved during the 1986 Capital Budget Review, and upgrading works required on Morning Star Drive and Darcel Avenue.

Mr. Taylor reviews the funding for this project.

During a July 9, 1986, Council Bus Tour of roads in the northern sector of Mississauga, it was determined that a "higher need" priority should be assigned to (a) Morning Star Drive from Goreway Drive to Darcel Avenue and (b) Darcel Avenue from Dunrankin Drive to Netherbrae Road. Both Morning Star Drive and Darcel Avenue are in greater need of repair than the approved Rockhill Road/Bayswater Crescent project.

He requests that the budget funds approved in 1986 for the Rockhill Road/Bayswater Crescent project be transferred to allow for the improvements and resurfacing of Morning Star Drive and Darcel Avenue. Rockhill Road/Bayswater Crescent should be deleted from the 1986 Capital Programme and considered as a potential project in a future programme.

He proposes a budget for the Morning Star Drive/Darcel Avenue project, and advises that, subject to approval, the works will be carried out and incorporated as part of the Asphalt Resurfacing Contract.

RECOMMENDATION:

- (a) That the Rockhill Road/Bayswater Crescent project in the 1986 Capital budget be deleted and the net City funding of \$82,000 be returned to the unallocated balance of the Capital Reserve fund.
- (b) That the improvements to the road system of Morning Star Drive from Goreway Drive to Darcel Avenue and Darcel Avenue from Dunrankin Drive to Netherbrae Road be approved as a part of the 1986 Capital Programme at a budget of:

<u>GROSS COST</u>	<u>SUBSIDY</u>	<u>NET CITY COST</u>	<u>RECOVERY</u>
\$138,000	\$56,000	\$82,000	Nil

and, that the net City's cost in the amount of \$82,000 be allocated from the unallocated balance of the Capital Reserve Fund.

(c) That by-laws be passed to reallocate funding as noted above.

J.05.86019

RECOMMEND ADOPTION

11. Report dated July 31, 1986, from the Commissioner of Engineering & Works pursuant to notification by Councillor H. Kennedy that the residents of Tenth Street are experiencing traffic congestion due to parked vehicles.

The residents have stated that parking has reached the extent that emergency vehicles would have trouble getting through.

The Engineering Department has received similar calls from other residents experiencing the same problem and concurs that prohibitive signs, erected on the north side of Tenth Street, will help eliminate congestion.

RECOMMENDATION:

That a by-law be passed to amend Traffic By-law 444-79, as amended, to prohibit parking on the north side of Tenth Street from the east limit of the roadway to the west limit of the roadway.

F.06.04.02

RECOMMEND ADOPTION

12. Report dated July 31, 1986, from the Commissioner of Engineering & Works with respect to parking congestion on Seneca Avenue at Tecumseh Avenue, pursuant to a complaint by Mrs. Green, 27 Tecumseh Avenue.

An investigation revealed that overflow vehicles from the apartment complex on Seneca Avenue, north of Lakeshore Road, park on both sides of Seneca Avenue encroaching on the intersection of Tecumseh Avenue, Mrs. Green's driveway, and the driveway to the car wash on Lakeshore Road. As you know this restricts sight lines at the intersection and at the two driveways. Also, parking on both sides of Seneca Avenue causes congestion as there are many vehicles turning at this location due to the close proximity to the intersection, the apartment and a driveway to a convenience store.

Therefore, the Engineering Department proposes to prohibit parking on the west side of Seneca Avenue from Lakeshore Road to Tecumseh Avenue. This, along with a 15m (50') corner restriction on the northwest corner of Seneca Avenue and Tecumseh Avenue will increase sight lines and eliminate traffic congestion. This proposal will only eliminate three (3) legal parking spots. We do not feel this is critical as it is mainly through convenience that vehicles from the apartment are parking on Seneca Avenue.

RECOMMENDATION:

- (a) That a by-law be passed to amend Traffic By-law 444-79, as amended, to prohibit parking on the west side of Seneca Avenue from Lakeshore Road east to Tecumseh Avenue.
- (b) That 15m corner parking restrictions be installed on Tecumseh Avenue west of Seneca Avenue in accordance with the general provisions of Traffic By-law 444-79.

F.06.04.02

RECOMMEND ADOPTION

13. Report dated July 24, 1986, from the Commissioner of Engineering & Works with respect to housekeeping changes to Traffic By-law 444-79, as amended, regarding through highways on South Service Road and York Street.

RECOMMENDATIONS:

That a by-law be passed to amend Traffic By-law 444-79, as amended, to implement housekeeping changes with respect to through highways on South Service Road and York Street.

F.06.04.01

RECOMMEND ADOPTION

14. Report dated August 5, 1986, from the Commissioner of Engineering & Works with respect to the Greater Toronto Area Transportation Planning Forum, July 15, 1986.

Mr. Taylor attaches:

- 1. The meeting notes of July 15, 1986, including the Draft Terms of Reference.
- 2. The Deputy Minister's comments.
- 3. The Agenda, etc., for the July 15, 1986 Forum.

The reason for the establishment of this Transportation Forum is to review all of the transportation problems for this area with the affected Municipalities including costs and to try and set up a Priority List in which the work can be carried out due to the fact that there is not enough money to carry out all of the 'Wish' List.



In the meeting notes under Item 6, Initiatives under Review, it is noted that the following proposals have been included for Mississauga: Eglinton Avenue, Derry Road/Hwy 401 underpass, Hwy 403 arterial extension, the Busway, and Mavis Road from Eglinton Avenue northerly. The latter was added by the Region at the meeting and it is felt that this additional item is a much lower priority from the City of Mississauga's standpoint than such facilities as the interchange of Rathburn Road at Hwy 10, the north and south grade separations at Torbram Road and the CNR, the interchange of Matheson and Renforth, the construction of Matheson from Dixie Road including a bridge over the Etobicoke Creek, the grade separation of Glen Erin Drive and Hwy 403, and the interchange of Courtney Park Drive and Hwy 410.

**RECOMMENDATION:**

- (a) That the Greater Toronto Area Transportation Review Committee be advised that the following unfunded projects are Mississauga's priorities:
- 1) Eglinton Avenue from Hwy 10 westerly
  - 2) Hwy 403 arterial extension from Cawthra Road to Eglinton Avenue
  - 3) Mississauga Busway
  - 4) Interchange of Rathburn Road and Hwy 10
  - 5) Interchange of Courtney Park Drive and Hwy 410.
2. That the City of Mississauga endorses the following Regional projects only for the City of Mississauga:
- 1) Derry Road/Hwy 401 underpass
  - 2) Queensway widening.

D.01.04

**RECOMMEND ADOPTION**

15.

Report dated July 22, 1986, from the Commissioner of Engineering & Works in response to direction that the Engineering and Works Department contact the three Business Improvement Areas regarding your proposal to place litter containers in these areas. Representatives of the Associations responded that they were not interested in the placement of the cast aluminum containers on the streets within their respective business areas.

**RECOMMENDATION:**

That no further action be taken with respect to the proposal by Ecolad Corporation to place cast aluminum litter containers on City streets.

F.05.04.04

**RECOMMEND ADOPTION**



16. Report dated July 3, 1986, from the Commissioner of Engineering & Works in response to a petition dated May 28, 1986 which was submitted to Council by the residents of Beechwood Avenue/Richie Crescent requesting upgrading of the existing road system (Request for Report 145-86).

Both Beechwood Ave./Richie Crescent are identified as a 'now need' in the Major Road Needs Study, 1985 Major Update but have not been scheduled into a construction year due to higher priority assignments of other local roads.

The Region of Peel is completing the replacement of new sanitary sewers, watermain and house connections on both Beechwood Avenue and Richie Crescent. The retrofit of the road surface in the Region's contract is identified as the replacement of disturbed trench with surface treatment.

The Engineering Department has negotiated a transfer of funds from the Region's Servicing Contract and will be placing a hot-mix asphalt base on both road allowances. Next year, a hot-mix asphalt surface will be applied as part of the Resurfacing Contract to complete the last phase of improvement works in the area.

RECOMMENDATION:

- (a) That the Hot-Mix Base Course Asphalt (HL-6) be applied to Beechwood Avenue/Richie Avenue as part of the 1986 Asphalt Resurfacing Contract with funding derived from the Region's restoration item (\$15,000.00) of their Servicing Contract and that both streets be included in the 1987 Asphalt Resurfacing Contract for Top Course Asphalt installation (HL-3).
- (b) That Mr. Les Pejsa of 953 Beechwood Avenue be informed of the upgrading and improvement works to be implemented in the 1986 and 1987 Asphalt Resurfacing Programmes.

F.03.02

RECOMMEND ADOPTION

17. Report dated July 3, 1986, from the Commissioner of Engineering & Works in response to a request for clarification regarding funding of the Asphalt Resurfacing Contract and whether the difference in the amount tendered and the estimate for this contract would be applied to other streets in the City.

Council reviewed the 1986 Asphalt Resurfacing Programme during budget review and approved a gross expenditure of \$1,462,900.00. This figure includes the contract costs provided by the low tenderer, Ontario Paving Co. Ltd. in the amount of \$1,344,670.00 as well as all engineering and administration charges. The overall asphalt resurfacing budget also includes an amount of approximately \$70,000.00 assigned to surface treat various lines which display severe distress in their running surface.

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During the execution of the contract, the actual quantity of the work to retrofit the road system in relationship to that detailed in the estimate is dependant on the field conditions encountered. It is quite normal to expect a 5% variation in the final charges during the term contract.

The 1986 Asphalt Resurfacing Programme funding will be totally utilized in the current year. A subsequent financial update is to be presented and possible further roads being introduced or the programme held due to funding expenditures.

RECOMMENDATION:

That the report dated June 30, 1986, from the Commissioner of Engineering & Works regarding the 1986 Asphalt Resurfacing Contract be received for information.

K.03.01

RECOMMEND ADOPTION

18.

Report dated July 31, 1986, from the Commissioner of Engineering & Works regarding a resurfacing project at the Credit Valley Fruit Market, 1212 Dundas Street West, under rezoning application OZ-7-84.

In the original comments for the subject rezoning, the Engineering Department estimated that the road improvements for Dundas Street West to provide for a left turn lane to be \$49,890.00. Based on the site area of .55 ha (1.36a), \$12,032.67 was received as a Major Road Improvement Levy and coupled with a cash contribution of \$37,857.33, the total payment for the Dundas Street works was accommodated by the Fruit Market.

Road works have been included in the Asphalt Resurfacing Contract and will comment shortly.

The levy amount of \$12,032.67 is required to accommodate the above noted widening works in front of the Market.

RECOMMENDATION:

- (a) That \$12,032.67 be transferred from the Major Road Improvement Levy Account to the 1986 Asphalt Resurfacing Contract (12 241 86021) for the left turn lane and widening improvements on Dundas Street West at the Credit Valley Fruit Market, 1212 Dundas Street West.
- (b) That a by-law be passed to authorize the transfer of these funds.

OZ-7-84

K.03.01

RECOMMEND ADOPTION

August 11, 1986

19.

Report dated July 10, 1986, from the Commissioner of Engineering & Works regarding the reconstruction and sidewalk installation on Trotwood Avenue from Orano Avenue to the South Service Road. A petition was submitted to Council by the area residents fronting on Trotwood Avenue requesting consideration of the installation of a concrete sidewalk on both sides of the roadway and the reconstruction of Trotwood Avenue to a curb and gutter road section including storm sewers, streetlight update and the elimination of side ditches.

Trotwood Avenue is identified in the City of Mississauga "Road Needs Study, Major Update - 1985". The road is classified as a "1 to 5 year need", Priority No. 10 and, as a result, bears a low overall rating when compared to the numerous "Now Need" road systems within the City boundaries.

Trotwood Avenue will be considered as a potential candidate for upgrading in one of the 1987 Current Programmes during the fall review. Trotwood Avenue is not in the present ten (10) year capital forecast and based on the findings of a recent site inspection should not be slated as a complete reconstruction programme.

The Engineering Department has prepared a 'sidewalk data sheet' with all pertinent information noted therein, and requested inclusion and consideration by Traffic Safety Council. Should approval be received from Traffic Safety Council, the walk will be included as part of the 1987 Sidewalk Construction Programme - Local Street Category.

RECOMMENDATION:

- (a) That Trotwood Avenue from Orano Avenue to the South Service Road not be considered as a candidate for full reconstruction due to the low overall priority of this road as identified in the 1985 Road Needs Study;
- (b) That consideration be given to include Trotwood Avenue from Orano Avenue to the South Service Road as a possible project in one of the 1987 Current Programmes;
- (c) That the Traffic Safety Council consider need for a concrete safety walk on one side of Trotwood Avenue from Orano Avenue to the South Service Road as part of the 1987 Concrete Sidewalk Programme;
- (d) That Mr. & Mrs. V. Valentino of 1335 Trotwood Avenue, Mississauga, Ontario be advised of the foregoing recommendations.

J.05.85045

RECOMMEND ADOPTION



August 11, 1986

20. Report dated June 25, 1986, from the Commissioner of Engineering & Works with respect to the reconstruction of Mill Street scheduled for the Summer of 1986. As part of the project, the road will be closed at Main Street and a cul-de-sac constructed at this location.

In conjunction with the reconstruction, the existing one-way designation will require removal permitting the movement of two-way traffic. Also, in view of the sub-standard right-of-way and 22 foot road section, the area residents have requested the prohibiting of parking on one side of Mill Street.

Mill Street has been reviewed and a parking prohibition should be implemented on the north side between Church Street and the east limit of the road since there appears to be less available on-street parking space on this side of the street and poor sight lines.

RECOMMENDATIONS:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended:

- (i) to delete the one way designation on Mill Street;
- (ii) to prohibit parking on the north side of Mill Street between Church Street and the east limit of the road;
- (iii) to authorize the closure of Mill Street where it intersects with Main Street.

J.05.86016  
F.02.04.03

RECOMMEND ADOPTION

21. Report dated July 4, 1986, from the Commissioner of Engineering & Works regarding the feasibility of reducing the existing speed limit from 80 km/h to 60 km/h on Hurontario Street from Highway 403 to Eglinton Avenue.

Vehicle speed studies were conducted and the results are as follows:

Southbound a.m.	85 <sup>th</sup> ile - 79.5 km/h
Southbound p.m.	85 <sup>th</sup> ile - 80.2 km/h
Northbound a.m.	85 <sup>th</sup> ile - 72.9 km/h
Northbound p.m.	Saturated

The 85th percentile is generally referred to as the critical speed, and drivers exceeding the 85th percentile speed are considered to be driving faster than is safe under existing conditions. From the results of this study motorists are travelling at a speed with which they feel comfortable under existing conditions and therefore a reduction in speed is not required at this time. These speed studies were, however, completed prior to the installation of the traffic signals at the intersection of Hurontario Street and Kingsbridge Garden Circle.

August 11, 1986

In this regard, once motorists adapt to this change, this Department will again monitor vehicle speeds on Hurontario Street.

RECOMMENDATION:

That the speed limit on Hurontario Street between Eglinton Avenue and Highway 403 remain at the posted speed of 80 km/h and that the motor vehicle speed on this section of Hurontario Street continue to be monitored.

F.06.04.10

RECOMMEND ADOPTION

22.

Report dated July 11, 1986, from the Commissioner of Engineering & Works in response to a request by Mr. V. Torrieri, 3199 Lednier Terrace that 'no parking anytime' signs be installed on Lednier Terrace. Mr. Torrieri is concerned with the potential for vehicle/pedestrian conflict due to the large amount of on-street parking. Conditions are worse during winter months when travelling around the crescent is often very difficult due to the snow banks and parked vehicles.

A parking prohibitions can be supported on the inside of the crescent in an effort to reduce congestion recognizing that this will greatly reduce the number of on-street parking spaces, however, every house on Lednier Terrace has over 200% on-site parking available and, it is only through convenience that excessive parking is occurring on the street.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on the inside of Lednier Terrace.

F.06.04.02

RECOMMEND ADOPTION

23.

Report dated July 14, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M624 and 43M627.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M624 and 43M627.

F.06.04.01

RECOMMEND ADOPTION

August 11, 1986

24. Report dated July 14, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M492 and 43M595.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M492 and 43M595.

F.06.04.01

RECOMMEND ADOPTION

25. Report dated July 14, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M622.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plan 43M622.

F.06.04.01

RECOMMEND ADOPTION

26. Report dated July 14, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M633.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M633.

F.06.04.01

RECOMMEND ADOPTION

27. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M639 and 43M640.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M639 and 43M640.

F.06.04.01

RECOMMEND ADOPTION



28. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M654, 43M655, 43M656 and 43M657.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M654, 43M655, 43M656 and 43M657.

F.06.04.01

RECOMMEND ADOPTION

29. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M664.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plan 43M664.

F.06.04.01

RECOMMEND ADOPTION

30. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M669.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M669.

F.06.04.01

RECOMMEND ADOPTION

31. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M662.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M662.

F.06.04.01

RECOMMEND ADOPTION

32. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M648.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M648.

F.06.04.01

RECOMMEND ADOPTION

33. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M642.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M642.

F.06.04.01

RECOMMEND ADOPTION

34. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M589.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M589.

F.06.04.01

RECOMMEND ADOPTION

35. Report dated July 23, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M632.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M632.

F.06.04.01

RECOMMEND ADOPTION

August 11, 1986

36. Report dated July 22, 1986, from the Commissioner of Engineering & Works in response to a request by the residents of Greenoaks Drive for permission to close a portion of this roadway for a street party on Thursday, August 21, 1986 between the hours of 8:00 p.m. and 11:30 p.m. These residents have closed this portion of Greenoaks Drive in the past for Hospital Auxiliary events, and the event was completed problem-free. In this regard, the Engineering Department has no objection to this proposal subject to satisfaction of the usual conditions for special events.

**RECOMMENDATION:**

- (a) That the residents of Greenoaks Drive be granted permission to close a portion of Greenoaks Drive for a street party on Thursday, August 21, 1986 between the hours of 8:00 a.m. and 11:30 p.m. subject to the following conditions:
  - (i) That a road closure permit be completed with the Engineering Department at least five days prior to the event;
  - (ii) That a 'hold harmless' agreement be signed with the City stating that the applicant is responsible for their own liability incurred as a result of their activities.
  - (iii) That the applicant obtain and return at their own expense, road closed signs and/or barricades.
- (b) That a by-law be enacted authorizing the temporary closure of a portion of Greenoaks Drive on Thursday, August 21, 1986 for a street party.

F.02.04.04

**RECOMMEND ADOPTION**

37. Report dated July 21, 1986, from the Commissioner of Engineering & Works in response to a request of the homeowners on Middleshire Drive for permission to close Middleshire Drive for the purpose of a street party on Saturday, August 16, 1986 between 4:00 p.m. and 1:00 a.m. In case of inclement weather, a rain date of August 30, 1986 has been requested. The petition requests permission to close the roadway in its entirety since the street party will involve almost all of the residents. The Engineering Department has no objections to this request provided access is maintained for those residents not participating, and provided that the usual conditions for special events are satisfied.

**RECOMMENDATION:**

- (a) That the residents of Middleshire Drive be granted permission to close Middleshire Drive on Saturday, August 16, 1986 or rain date Saturday, August 30, 1986 between the hours of 4:00 p.m. and 1:00 a.m. for a street party, subject to the following conditions:



- (i) That a road closure permit be completed with the Engineering Department at least five days prior to the event.
  - (ii) That a 'hold harmless' agreement be signed with the City stating that the applicant is responsible for their own liability incurred as a result of their activities.
  - (iii) That the applicant obtain and return, at their own expense, road closure signs and/or barricades.
- (b) That a by-law be enacted authorizing the temporary closure of Middleshire Drive on Saturday, August 16, 1986, rain date Saturday, August 30, 1986 for a street party.

F.02.04.04

RECOMMEND ADOPTION

38.

Report dated July 29, 1986, from the Commissioner of Engineering & Works in response to a request of the homeowners on Eastridge Road for permission to close a portion of Eastridge Road for the purpose of a street party on Saturday, September 6, 1986 between 3:00 p.m. and 1:00 a.m. In case of inclement weather, a rain date of September 13, 1986 has been requested. The Engineering Department has no objections to this request subject to the usual conditions for special events.

RECOMMENDATION:

- (a) That Mr. Eric Berge and the residents of Eastridge Road be granted permission to close a portion of Eastridge Road (north of Valencia Road) for the purpose of a street party on Saturday, September 6, 1986 between 3:00 p.m. and 1:00 a.m. (rain date of September 13, 1986), subject to the following conditions:
- (i) That a road closure permit be completed with the Engineering Department at least five days prior to the event.
  - (ii) That a 'hold harmless' agreement be signed with the City stating that the applicant is responsible for their own liability incurred as a result of their activities.
  - (iii) That the applicant obtain and return, at their own expense, road closure signs and/or barricades.
- (b) That a by-law be enacted authorizing the temporary closure of that portion of Eastridge Road north of Valencia Road for the purpose of a street party on Saturday, September 6, 1986 between 3:00 p.m. and 1:00 a.m. (rain date of September 13, 1986).

F.02.04.04

RECOMMEND ADOPTION

August 11, 1986

39. Report dated July 11, 1986, from the Commissioner of Engineering & Works regarding the duplication of street names - Princess Street (Malton), Princess Street (Streetsville). Since the residents of Princess Street in Malton objected strongly to having their street name changed, Councillor Southorn approached the residents of Princess Street in Streetsville to determine their reaction to renaming this street.

In May 1986, 25 questionnaires with a return mail form were sent to the residents. Ten replies were received with five in favour of a change and five opposed. Councillor Southorn suggested Princess Lane be submitted to the Street Names Committee as a possible name change for Princess Street in Streetsville.

The Region of Peel Street Names Committee considered that the change of the name from Street to Lane would not help the present confusion.

RECOMMENDATION:

That neither Princess Street (Malton) nor Princess Street (Streetsville) be renamed until a distinctly different name can be agreed upon for one of these streets.

F.02.07

RECOMMEND ADOPTION

40. Report dated July 11, 1986, from the Commissioner of Engineering & Works with respect to renaming Winged Foot Crescent. Winged Foot Crescent is a new street north of Rathburn Road and east of Tomken Road. Most of the homes on the street are presently being constructed with occupancy expected in early Fall 1986. There are 53 lots on the street and seventeen of the homeowners have presented a petition requesting that Winged Foot Crescent be renamed.

The residents presented several alternate street names to the City. The Region of Peel Street Names Committee at their meeting of July 9, 1986, considered these names and approved Starlight Crescent as an alternative street name.

RECOMMENDATION:

That steps be undertaken to rename Winged Foot Crescent to Starlight Crescent and that Vetro Construction be instructed to provide new street signs and notify the homeowners of the change.

B.06.632.02

F.02.07

RECOMMEND ADOPTION

41. Report dated July 10, 1986, from the Commissioner of Engineering & Works with respect to Stavebank Road. The City has undertaken to convey part of Lot 11, Conc. 1, S.D.S. Part 9, Plan 43R-9333 to Marpal Properties, dividing the part of the road north of Paisley Avenue. Marpal Properties has proposed to create a new cul-de-sac connecting to Morrison Avenue. The section of Stavebank north of Part 9 and south of Morrison Avenue has no properties and is presently being closed as a public right-of-way.

The section of Stavebank Road from Morrison to Pollard has become another discontinuous section of Stavebank Road which could create confusion with emergency services. There are 9 homes on this section of Stavebank Road.

Councillor D. Culham suggested that Stavebank Road from Pollard Drive south to the existing Morrison Avenue be renamed Morrison Avenue and agrees to naming the new cul-de-sac Gooderham Court.

RECOMMENDATION:

- (a) That steps be undertaken to rename that portion of Stavebank Road from Pollard Drive to the existing Morrison Avenue to Morrison Avenue and that the street be double signed for six months.
- (b) That Stavebank Road from Paisley Avenue north to Part 9 Plan 43R-9333 and the proposed road connecting Stavebank Road to Morrison Avenue be named Gooderham Court.

F.02.07

RECOMMEND ADOPTION

42. Report dated July 10, 1986, from the Commissioner of Engineering & Works regarding propose street name change. Councillor Culham has requested that Region of Peel Street Name Committee consider Glen Sharon Drive as a proposed name for the section of Queensway West from Mavis Road to Glengarry Road.

Glen Sharon Drive was presented to the Region Street Name Committee at their July 9, 1986 meeting and refused because of its possible confusion with Glencairn Square, an existing street in Brampton.

RECOMMENDATION:

That Queensway West from Mavis Road to Glengarry Road not be renamed Glen Sharon Drive.

F.02.07

RECOMMEND ADOPTION



August 11, 1986

43. Report dated July 11, 1986, from the Commissioner of Engineering & Works with respect to proposed street names for Proposed Plan of Subdivision T-80047 (Rogers Telecommunications Limited. The Planning Management Group Limited have submitted the following proposed street names for this plan:

Adwell Crescent  
Bateau Court  
Chapman Street  
Daneshill Court  
Erskine Crescent  
Grandcove Circle  
Rushton Gate

The submission was reviewed by the Region of Peel Street Names Committee on July 9, 1986 and the following names were approved.

Adwell Crescent  
Bateau Court  
Chapman Street  
Daneshill Court  
Erskine Crescent  
Grandcove Circle

Rushton has previously been assigned to another street.

RECOMMENDATION:

That the following street names be approved for use in Rogers Telecommunications Limited Subdivision T-80047:

Adwell Crescent  
Bateau Court  
Chapman Street  
Daneshill Court  
Erskine Crescent  
Grandcove Circle

T-80047  
F.02.07

RECOMMEND ADOPTION

44. Report dated July 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing with respect to an application from a homeowner for assistance under the Termite Control By-law 741-81. The cost of the treatment has been estimated at \$325.00 and the City's share would be 50%.

RECOMMENDATION:

That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated July 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07

RECOMMEND ADOPTION

45. Report dated July 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing with respect to an application from a homeowner for assistance under the Termite Control By-law 741-81. The cost of the treatment has been estimated at \$250.00 and the City's share would be 50%.

RECOMMENDATION:

That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated July 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07

RECOMMEND ADOPTION

46. Report dated July 3, 1986, from the City Clerk with respect to a request by Rogers Cable TV Limited that the City grant a permanent easement over all of Block s73 (em pedestrian walkway), 76 and 77 (future widening of Eglinton Avenue West) located on the south side of Eglinton Avenue, west of Mississauga Road. The Engineering Department has no objection to the location and granting of the permanent easement to Rogers Cable for its facilities.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Grant of Easement between The Corporation of the City of Mississauga and Rogers Cable TV Limited over all of Blocks 73, 76 and 77 on Registered Plan 43M-600 located on the south side of Eglinton Avenue West, west of Mississauga Road.

B.06.600.06

RECOMMEND ADOPTION

47. Letter dated July 8, 1986, from Mr. J.S. Gourley, Manger of Water Resources for the Credit Valley Conservation Authority in response to request by Councillor S. Mahoney that the Authority investigate an erosion problem on the Loyalist Creek at Thorn Lodge Drive. The site was inspected on June 27, 1986, at which time bank erosion was noted on both sides of the Creek and from a preliminary inspection the rear yards of five or six homes between Liruma Road and downstream of Thorn Lodge Drive appear to be affected.

The bank erosion is significant although the Creek is a fair distance from residential structures and is not considered to be serious enough to warrant financial assistance from the Authority at this time due to the limited amount of Provincial funding available. However, the problem should be addressed soon as it may continue to regress and eventually require expensive remedial works.

Councillor Mahoney requested that this letter be placed on the agenda for discussion.

A.02.05.03.01

DIRECTION REQUIRED

48. Report dated July 31, 1986, from the Commissioner of Engineering & Works, with respect to the Coroner's Jury Vertise pursuant to an inquest into the death of Pasquale Spiniello as a result of an automobile accident on Stavebank Road north of Paisley Boulevard (Request for Report 129-86).

Mr. Spiniello died on August 23, 1986, having been thrown from a "fast moving car" which failed to negotiate a turn in Stavebank Road, north of Paisley Boulevard.

The Coroner's Jury made 12 recommendations, 1 being related to the City of Mississauga:

An "S curve" sign should be posted prior to the S curve on Stavebank Road, near Paisley Boulevard and the road should have centre markings.

Mr. Taylor reviews the results of an indepth of the area by the Traffic Section, noting that that section of the road has now been closed.

RECOMMENDATION:

That the Chief Coroner of Ontario be advised that as the result of residential development in the area, the section of Stavebank Road north of Paisley Boulevard has now been closed.

A.02.04.03.01

G.03.85082

RECOMMEND ADOPTION





THE DUFFERIN-PEEL ROMAN CATHOLIC SEPARATE SCHOOL BOARD  
LE CONSEIL DES ECOLES SEPARÉES CATHOLIQUES ROMAINES DE DUFFERIN ET PEEL

1(a)

May 22, 1986

MAY 22 1986  
2197

Hazel McCallion, Mayor  
City of Mississauga,  
1 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

AUG 1 1986

OPERATIONS/WORKS

Dear Hazel:

I have recently learned from staff that City Council has taken a decision to extend for the balance of the current school year, the privilege of having free bus passes for the students in our senior trainable mentally handicapped class at St. Martin School, and also not to allow any further use of free bus passes by the students in our Board or in the Peel Board of Education.

Naturally, I appreciate the first decision, but I would like to make some points with you about the second.

The results of an intensive bus training program for the mentally handicapped students of high school age would not only benefit the pupils and their parents, but would also be of some considerable benefit to the citizens of Mississauga and would result in additional revenue being generated as these students become productive adult citizens travelling about the City of Mississauga, using the public transit with confidence.

Such a bus training program will also benefit the users of the system and the drivers, in that these students will not present a hazard or a nuisance to the public if they are properly trained. It strikes us that such a training program should be done in partnership between the school board and the city. The provision of bus passes for the students of St. Martin School and for any subsequent classes formed for this age group, would not represent a major expenditure on the part of the city. The benefits would, however, be great.

.../2

40 Matheson Blvd. West, Mississauga, Ontario L5R 1C5 • Tel: (416) 890-1221

I understand that members of the senior staff of the Board were contacted at the initial stage after application was made by the staff of St. Martin School for the free bus passes for the eleven students at that school. The contact was for the purpose of indicating that a recommendation was being made to a committee of council to extend the bus passes. It was indicated that at some subsequent time when the motion was to be heard by the committee or by the council as a whole, we would be contacted to present our case. I don't think this happened.

The subsequent committee decision and decision at City Council was made without any further opportunity for our senior staff to discuss the matter at council or at the committee level. We regret that this occurred. I wonder if such consultation could still take place.

It is our hope that City Council might consider opening the matter for further discussion and allowing representation from the staff of the Dufferin-Peel Roman Catholic Separate School Board to make a more complete presentation in support of the application of the staff of St. Martin School.

I look forward to hearing from you in the spirit of cooperation that has always characterized our relationship.

Yours truly  
DUFFERIN-PEEL R.C.S.S. BOARD

*Bob*  
Robert F. Hall  
Chairman of the Board

RFH:jas



**Mississauga Transit**  
**MEMORANDUM**



To General Committee  
Dept. 12021

From E.J. Dowling  
Dept. General Manager

INDUSTRY NO. 1325  
DATE FEB 21 1986

G.C. DATE MAR 5 1986

FILE NO. D.05.06

February 11th, 1986

CLERK'S REPORT

**Subject:** Gratuitous bus passes for trainable retarded

**Origin:** Request from St. Martin High School

**Comments:** In October 1985, Mrs. Kim Booth, a child care worker at St. Martin's High School requested eleven gratuitous bus passes for students in the class for trainable retarded at St. Martin's High School. Mrs. Booth indicated that the St. Martin's School was arranging a program designed to teach the students how to function independently in the community. The program envisage by St. Martin's will require a considerable amount of time on the transit system.

In making her request Mrs. Booth said she understood Mississauga Transit had provided such passes to students at Applewood Acres, High School. (formerly Red Oaks School)

In August 1977, Council adopted the following recommendation of General Committee.

1077 - That free transit passes be issued to the Senior Mentally Handicapped Persons at Red Oaks School as requested by the Principal of that school, Mrs. Eleanor E. Knowles, in a letter dated July 14, 1977.



When the program started at Applewood in 1977 there were 25 passes issued. This has grown to 111 for the school year which began in September 1985 and there is a potential for the number of passes to grow as the school systems and the population in Mississauga grow. The Peel Board of Education apparently intends to decentralize the program for training the educationally sub-normal students and have the program operate in selected schools in the City. The Board also intends to extend the program to incorporate grades 6, 7 and 8 students rather than limiting and confining the program to the age 15 and above group. The Director of the program at the Peel Board of Education suggests that there is a potential for a further 45 students to be enrolled in the program in the school year beginning September 1986.

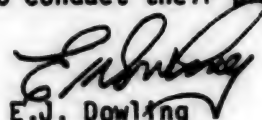
The Director of the program at the Dufferin Peel Roman Catholic Boards indicated that there are only 11 students in their program at present but, there is a possibility that their program will increase by 10 students in the school year beginning September 1986 for a total of 21.

The importance and significance of the programs conducted by the School Boards is unquestioned. In our assessment, however, such programs are an integral part of the educational curriculum and should be funded by the Boards of Education. For this reason such program should be funded fully by the Boards of Education, including the purchase of bus passes for those students.

Because as many as 111 passes have been issued to students of the Peel Board of Education on an ongoing basis, it is felt that some assistance could be given to the Separate School Board to help them introduce their program scheduled to begin in the spring this year. However, starting with the school year in September 1986 no further passes should be issued gratuitously, and both Boards of Education should be notified accordingly.

- Recommendation:
- a) That eleven student passes be issued gratuitously to named students at St. Martin's High School who are enrolled in the class for trainable retarded and further that such passes expire at the end of the 1985/86 school year.
  - b) That effective September 1986 no further passes be issued gratuitously to the students of the Peel Board of Education or the Dufferin Peel Roman Catholic Board and that each Board be advised that they are responsible financially for the cost incurred in providing bus passes to conduct their programs.

EJD/AG/dk  
1.4(19)

  
E.J. Dowling  
General Manager



162

Terence L. Julian, AMCT CMC  
City Clerk

Leonard M. McGillivray  
Deputy City Clerk

March 25, 1986

OFFICE OF THE CLERK

Ms. K. Booth  
St. Martin's High School  
2470 Rosemary Drive  
Mississauga, Ontario  
L5C 1X2

Re: Gratuitous Bus Passes  
for Trainable Retarded  
File: D.05.06

The General Committee of Mississauga City Council at its meeting on March 5, 1986, considered the enclosed report dated February 11, 1986, from Mr. E.J. Dowling, Transit General Manager and recommended the following:

- 318-86 (a) That eleven student bus passes be issued gratuitously to named students at St. Martin's High School who are enrolled in the class for trainable retarded and further that such passes expire at the end of the 1985/86 school year.
- (b) That effective September 1986 no further passes be issued gratuitously to the students of the Peel Board of Education or the Dufferin Peel Roman Catholic Board and that each Board be advised that they are responsible financially for the cost incurred in providing bus passes to conduct their programs.

This recommendation was adopted by the Council of The Corporation of the City of Mississauga at its meeting on March 24, 1986.

If you have any questions regarding this matter, I suggest you contact Mr. Dowling.

Yours very truly

*Linda Mailer*  
Linda Mailer  
Committee Coordinator

/1

cc Applewood Acres High School, 2180 Harvest Drive, Mississauga, L4Y 1T8  
Mr. M. Roy, Associate Director of Education/Business, Peel Board of Education  
Mr. E. LeMay, Director of Education, The Dufferin-Peel R.C.S.S. Board  
Mr. E.J. Dowling, General Manager, Mississauga Transit

THE CORPORATION OF THE CITY OF MISSISSAUGA  
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 1M2  
TELEPHONE (416) 279-7600



City of Mississauga

MEMORANDUM

File Ref. 16 111 85230  
11 141 00010

To Mayor and Members of From William P. Taylor, P. Eng.  
Dept. Council Dept. Engineering and Works

AUG 11 1986

OPERATIONS/WORKS

July 28, 1986

SUBJECT: Matthews Group Limited Subdivision (T-77060, Phase II) - construction of storm sewer inlet structure, channel and berm works on Ontario Ministry of Government Services lands located south of Highway #403 and east of Mavis Road.

ORIGIN: Engineering and Works Department.

COMMENTS: Part of the proposed servicing for the Matthews Subdivision, T-77060, Phase II involves the construction of a storm sewer inlet structure, channel and berm works on Ministry of Government Services lands located south of Highway 403 and east of Mavis Road

5515

AUG 5 1986

T 77060

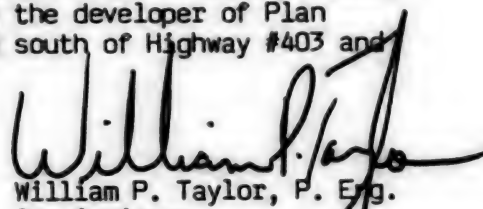
The Ontario Ministry of Government Services has given permission to proceed with these works subject to the City acquiring an easement over the lands containing the inlet structure, channel and berm. This easement is in the process of being secured by the City however, the developer wishes to proceed with these works prior to the easement transfer being registered. Ministry of Government Services has no objection to this proposal provided that the City of Mississauga enters into a "Permission to Enter or Enter and Construct" Agreement.

This Agreement prepared by the Ministry of Government Services has been reviewed by our Legal Department and found to be acceptable and therefore, we recommend that a by-law be passed authorizing the Mayor and Clerk to execute the document.

RECOMMENDATION:

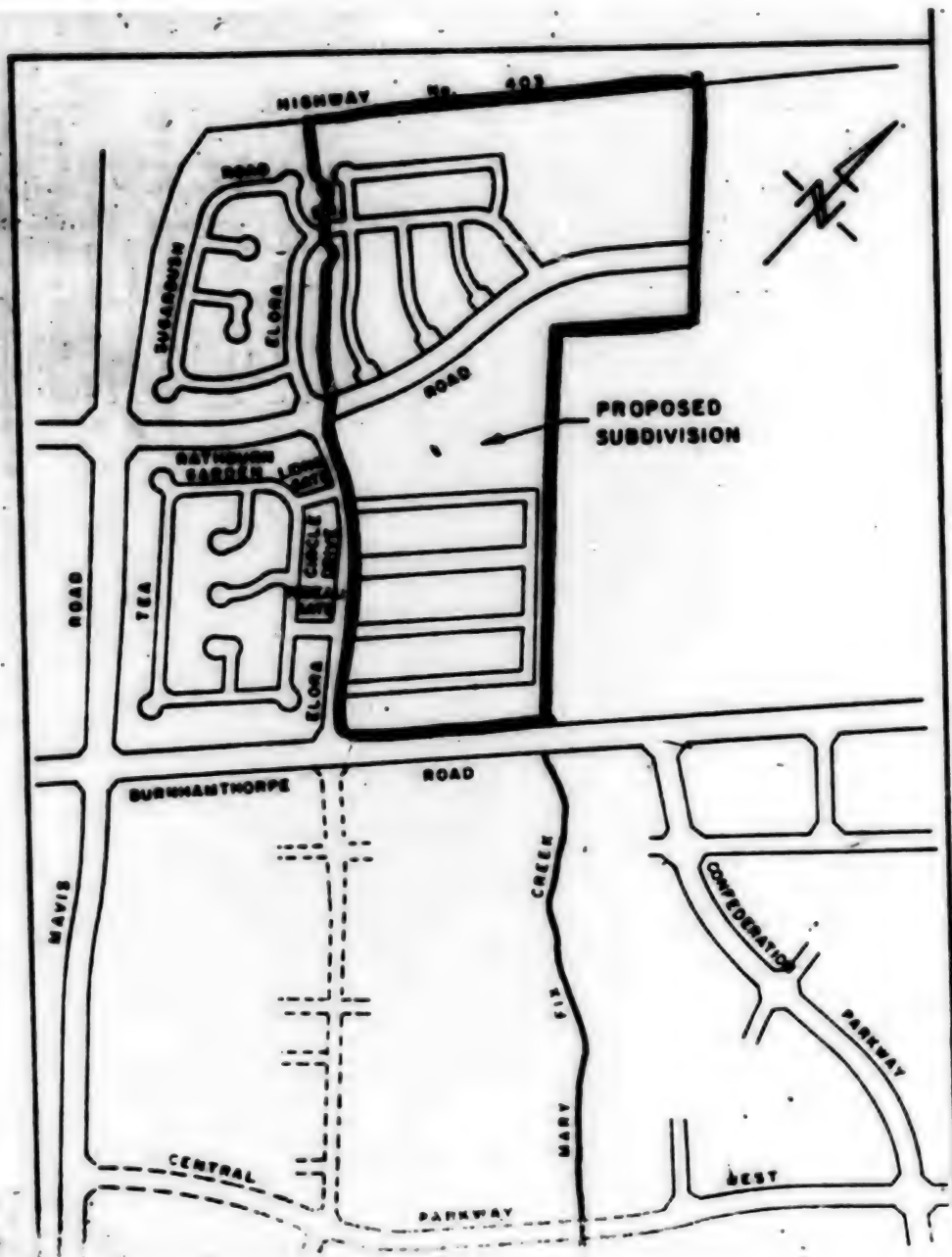
That a by-law be passed authorizing the Mayor and Clerk to execute a Permission to Enter or Enter and Construct Agreement between the City of Mississauga and the Ontario Ministry of Government Services with respect to the construction of the storm sewer inlet structure, channel and berm works by the developer of Plan T-77060, Phase II located south of Highway #403 and east of Mavis Road.

PT/ls  
0525E/63

  
William P. Taylor, P. Eng.  
Commissioner  
Engineering and Works



2(b)





## City of Mississauga

### MEMORANDUM

FILE: 11 141 00010  
13 211 00007  
11 161 00011

To Mayor H. McCallion

From William P. Taylor, P.Eng.

Dept. and Member of Council

Dept. Engineering and Works

OPERATIONS/WORKS **AUG 1 1986**

July 11, 1986

**SUBJECT:**

Supplementary Licencing Agreement for Elmwood Fruit Market, 170 Lakeshore Road East.

**SOURCE:**

Ray Spence - Amcore Signs Ltd., 1055 Shawmarr Road, Suite 40, Mississauga, Ontario. (278-9365)

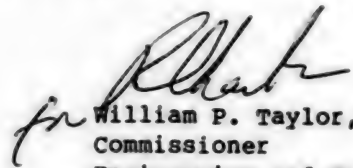
**COMMENTS:**

The Engineering Department has been requested by the Building Department to review the location of a proposed new directory sign at the above noted location.

The Engineering Department's concerns are to ensure that proper sight distances are maintained, and that the applicant has sufficient property available. In this regard, our investigation has revealed that the City has obtained road widenings on Lakeshore Road East covering the location where the sign is proposed and also, most of the existing parking lot. However, a Licencing Agreement covering parking exists between the City of Mississauga and the registered owners of the fruit market, Pietro Rinella and Joe Indovina. In view of the above mentioned agreement, and the fact that the proposed sign location will not disrupt sight lines, the Engineering Department has no objection to this sign being erected, providing a supplementary agreement be entered into which would include the proposed new sign.

**RECOMMENDATIONS:**

- (1) That a By-law be enacted to authorize an undertaking of a Licencing Agreement between the City of Mississauga and Pietro Rinella and Joe Indovina.
- (2) That the applicant apply to the Building Department for a Sign Permit.

*for*   
William P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

*mj* MJF/jc  
0491E/24



City of Mississauga

**MEMORANDUM**

FILE : 11 141 00045  
16 111 78142  
16 111 74085  
17 111 86114

4(a)

To: The Chairman and Members of  
Operations and Works Committee  
Dept. \_\_\_\_\_

5270  
From

William P. Taylor, P.Eng.,  
Commissioner, Engineering  
Dept. \_\_\_\_\_

JUL 29 1986

T-25215  
T-71059

July 18, 1986

AUG 1 1986  
OPERATIONS/WORKS

**SUBJECT :**

Proposed Turney Drive and Thomas Street subdivisions -  
T-78059 and T-25285.  
Agreement in principle to special arrangements for this  
subdivision having regard to the fact that new homes are  
being constructed on only one side of an existing street.

**ORIGIN :**

Request from Mr. G. Fancy representing Gartley Kidd Inc.  
The Southcom Building, 2227 South Millway, Mississauga,  
Ont. L5L 3R6, the current owners of the property.

**COMMENTS :**

The two pieces of property involve 54 lots which front on  
Turney Drive and Thomas Street and which back on Erin  
Mills Parkway and the realigned Thomas Street. These  
lands were previously owned by Cadillac Fairview, however  
they never developed presumably because of the economics  
involved with the creation of lots on only one side of an  
existing City street.

In an effort to reduce the servicing costs during the  
preparation of the most recent Consolidated Reports, the  
Engineering Department agreed to consider roadways with  
open ditches inkeeping with the other older developments  
in the area. In addition there are various other  
contributions required including the standard requirement  
for a cash contribution for sidewalks along the major  
roadways; in this case Erin Mills Parkway and the  
realigned Thomas Street.

The developer responded that they would like to see the  
roadway completely reconstructed with curb and gutter and  
would provide the necessary design and funding for this  
work if the following arrangements were agreed to by the  
City.

1. In recognition of the additional road construction  
expense being incurred by the developer the City  
would omit the request for the cash sidewalk  
contribution along Erin Mills Parkway and Thomas  
Street. The cost of these two sections of sidewalk  
are estimated at \$28,750.00 and \$22,187.50  
respectively. (Total \$50,937.50.)

continued ...



4/24

- 2 -

SUBJECT :

Proposed Turney Drive and Thomas Street subdivisions -  
T-78059 and T-25285.  
Agreement in principle to special arrangements for this  
subdivision having regard to the fact that new homes are  
being constructed on only one side of an existing street.

COMMENTS :  
continued ...

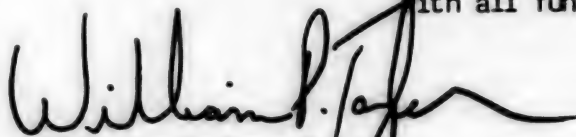
2. The developer is to be allowed Building Permits as soon as the underground servicing has been satisfactorily completed. It is felt that the services can be installed without affecting the existing Turney Drive and Thomas Street road sections and that house building construction access can be gained from other than these two streets.
3. That the City carry out the actual construction of Turney Drive and Thomas Street in the year immediately following the completion of house building, likely 1987, as a City project with the funds being provided by the developer in the Servicing Agreement.

We have reviewed the above requests and we feel that they are feasible.

RECOMMENDATION :

That the Committee approve in principle the following special arrangements with respect to Draft Plans T-78059 and T-25285 :

1. That the requirement for a cash contribution for a sidewalk along Erin Mills Parkway and the realigned Thomas Street be waived.
2. That Building Permits be issued prior to the reconstruction of Turney Drive and Thomas Street providing that all services and alternate builders accesses are provided.
3. That the City reconstruct Turney Drive and Thomas Street in the year following the house construction with all funds to be provided by the developer.

  
William P. Taylor, P.Eng.  
Commissioner,  
Engineering and Works Department

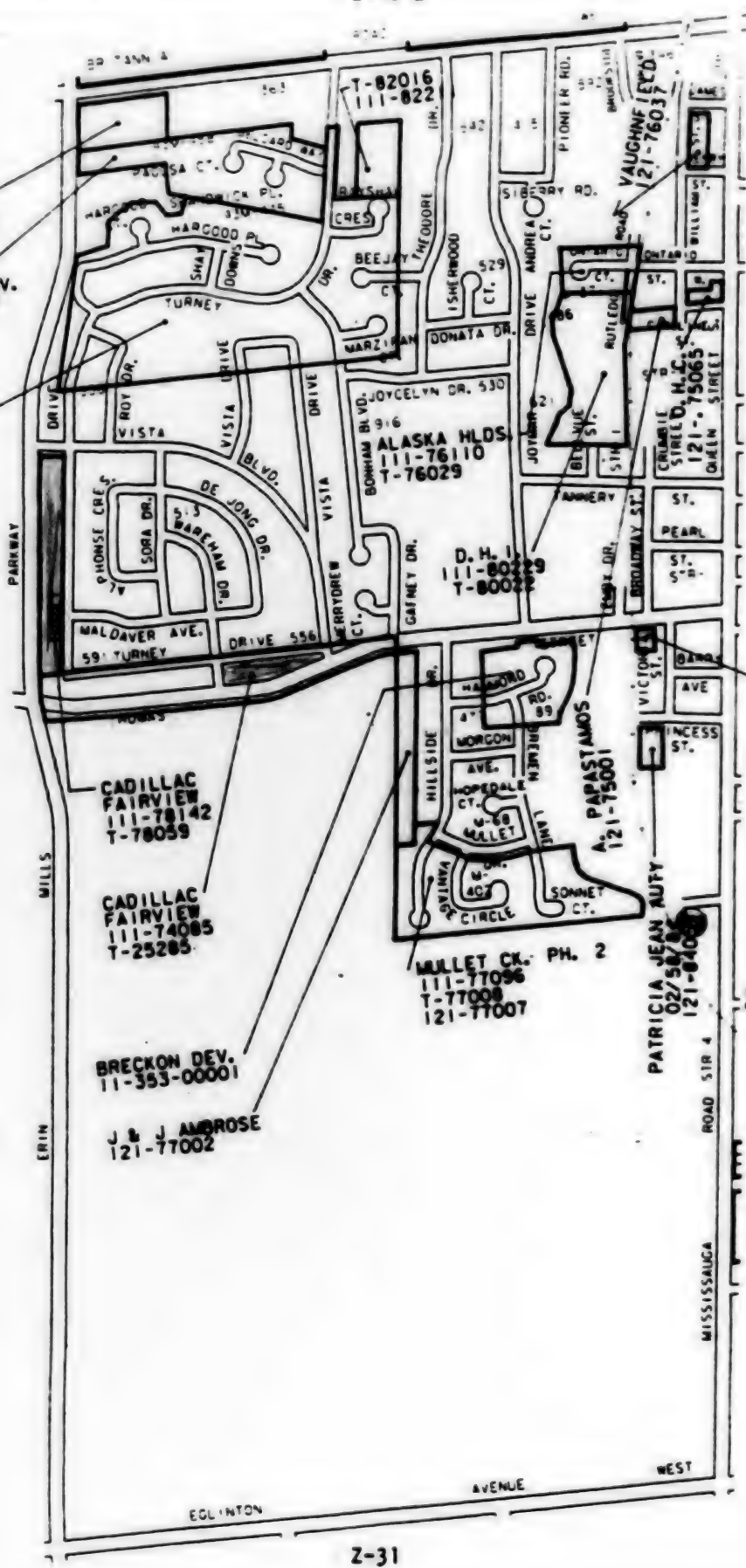
 RGC:jb

0362E

4(c)

Z-39-W

Z-38-W



Z-31

Z-39-E



5(a)

## City of Mississauga

### MEMORANDUM

FILES: 16 111 72052  
11 141 00045

To Mayor and Members of

From William P. Taylor, P.Eng.

Dept. Operations and Works Committee

Dept. Engineering and Works

4938

JUL 15 1986

OPERATIONS/WORKS

AUG 11 1986

B.O.108

July 11, 1986

#### SUBJECT:

Assumption of Mississauga Commercial Properties Limited, Dundix Arena Subdivision, Plan 43R-2899, located north of Dundas Street East and west of Dixie Road (sketch attached).

#### ORIGIN:

Engineering Agreement between Whitehorn Investments Limited et al (c/o Mississauga Commercial Properties Limited, 250 Consumers Road, Willowdale, Ontario, M2J 4V6, Attention: Mr. Larry Binder), the City of Mississauga and the Region of Peel dated October 26, 1973.

#### COMMENTS:

As far as the Engineering and Works Department is concerned, the developer of Plan 43R-2899 has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

It should be noted that Mississauga Commercial Properties Limited have requested in their letter dated February 27, 1986 (copy attached) that the Engineering and Works Department complete the outstanding fencing and sodding deficiencies on the developer's behalf. The developer has authorized the City to deduct \$3,823.81 from the security deposit to complete the outstanding services.

It should be noted that no by-law is required to establish any road allowances as public highway as the concerned lots fronts on existing public highway which is already part of the inventory of the City of Mississauga. It is now in order to assume the municipal works in Plan 43R-2899.

#### RECOMMENDATIONS:

1. That the City of Mississauga assume the municipal services constructed by Whitehorn Investments Limited, under the terms of the Engineering Agreement for Plan 43R-2899, located north of Dundas Street East and west of Dixie Road.

.../...



...2....

5(12)

RECOMMENDATIONS: (continued)

2. That the City Treasurer be authorized to draw \$3,823.81 from the \$3,907.00 cash deposit and place \$3,159.01 into Account P.N. 85-157, \$664.80 into the Engineering Fees Account #08610-95-2000 and return \$83.19 to the developer.
3. That the City Treasurer be authorized to release the performance bond in the amount of \$78,140.00 to the developer.

*MM*  
MM:cds  
*PK* 235E:27E  
Attach.

cc: Councillor M Prentice  
W. H. Munden  
P. Marchiori  
R. G. Charlton  
D. J. Debenham  
M. W. Boyd  
L. J. Harvey  
J. D. McKichan - Region of Peel

*William P. Taylor*  
William P. Taylor, P.Eng.  
Commissioner

The map shows a residential neighborhood with the following streets and features:

- Top Street:** BURNHAMTHORPE ROAD
- Left Side:** BRECKENRIDGE ROAD, CANTARA ROAD, HAINES ROAD
- Bottom Street:** DUNDAS STREET EAST
- Right Side:** EAST
- Streets shown:** ANNAMORE, ROAD GREENMORE, RUNNINGBROOK, BROOMHILL, CRESCENT, SADDLE, CRES., HOLLOWTREE, CRES., FLAMEWOOD, DRIVE, SWIRLING LEAVES CRES., TRIMAPLE, 800 SYESTON CT., HARVEST, BLUESTREAM CR., GREYON, POINT, SILVER SPREAD, LODDEN, LOGAN, BEECHOLI, CRES., WINDING ORCHARD, TRAIL, GRAND FORKS RD., LINCOVE TERR., SHIPP, 121-7505, GRASSFIRE, CRESCENT, DRIVE, ETOBICOKE, KENNEDY RD., WESTERDAM RD., GRIPSHOLM RD., KINGSHOLM DR., VER A CRUZ DR., 624 RYNDAM CT., HOMERIC DR. BLVD., SIERRA, 624, ORCADES CRES., LEILANI DR., LEAL INN 121-75044, PALSTAN ROAD, 455, PIABE CON. 111-72052, ARCADE RD., 784, CANTER PRO. 121-85009, RAMPART 111-81212, 121-80030.
- Property Names and Addresses:**
  - 357 ANNAMORE
  - 884 ROAD GREENMORE
  - 884 ROAD RUNNINGBROOK
  - 751 BILCOTE RD. ROAD
  - CLANFIELD CRES.
  - D'OVIDIO 121-82055
  - BLOOR
  - NETHERTON CRES.
  - M-193
  - 953 DODSWORTH CRES.
  - ERICSON ROAD
  - HOLLYHILL CT.
  - TRUROSE 121-7603
  - RYMAL
  - 3410 WYDIE BLVD.
  - LEDNIA M-173
  - RYMAL RD.
  - M-211 RILEY
  - RYMAL RD.
  - 3340 WYDIE BLVD.
  - MCANATHY M-173
  - LEAL INN 121-75044
  - VER A CRUZ DR.
  - 624 RYNDAM CT.
  - HOMERIC DR. BLVD.
  - SIERRA
  - 624
  - ORCADES CRES.
  - LEILANI DR.
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  - CRESCENT
  - DRIVE
  - ETOBICOKE
  - KENNEDY RD.
  - WESTERDAM RD.</

261  
February 27, 1986

The Corporation Of The City of Mississauga  
1 City Centre Drive,  
Mississauga, Ontario  
L5B 1M2

Attention: Mr. T. Drewlo

Dear Mr. Drewlo:

Re: DUNDIX ARENA SUBDIVISION


Further to your letter of February 18, 1986, enclosed please find:

- 1) Statutory Declaration
- 2) Plan of Survey
- 3) Ontario Land Surveyor Certificate

This should enable you to have the subdivision assumed and all securities released.

The funds in the amount of \$3,823.81 should be deducted from the deposit in the amount of \$3,907.00 being held by the City and the balance forwarded to us.

Thank you for your attention to this matter.

  
Larry Binder

LB/gm

cc. R.G. Charlton, P.Eng.  
W.J. Richmond  
M.W. Boyd

250 Consumers Road, Suite 1103 Willowdale, Ontario M2J 4V6 Telephone (416) 493-9112





6

## City of Mississauga

MEMORANDUMFILES: 16 111 77077  
11 141 00045To: Mayor and Members of  
Operations and Works Committee  
Dept.:From: William P. Taylor, P.Eng.  
Dept. Engineering and WorksOPERATIONS/WORKS **AUG 11 1986**

July 15, 1986

SUBJECT: Assumption of the municipal services constructed by 423312 Ontario Limited, Plan M-388, located north of Burnhamthorpe Road and east of Tomken Road (sketch attached).

ORIGIN: Engineering Agreement between 423312 Ontario Limited (1055 Wilson Avenue, Suite 200, Downsview, Ontario, M3K 1Y9, Attention: Mr. F. Palumbo) the City of Mississauga and the Regional Municipality of Peel dated May 9, 1980.

COMMENTS: As far as the Engineering and Works Department is concerned, the developer of Plan M-388, 423312 Ontario Limited, has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

It is now in order for the City to assume the municipal works in Plan M-388.

## RECOMMENDATIONS:

RECEIVED  
5489  
AUG 5 1986  
B.06.388.02

1. That the City of Mississauga assume the municipal services as constructed by 423312 Ontario Limited, under the terms of the Engineering Agreement for Plan M-388, located north of Burnhamthorpe Road and east of Tomken Road.
2. That the City Treasurer be authorized to release the Letters of Credit for Plan M-388, currently valued at \$36,110.44 and \$2,960.00.
3. That a by-law be enacted establishing the road allowance within Plan M-388, as a public highway and part of the municipal system of the City of Mississauga.

MWM:  
MWM:cds  
235E:27E  
Attach.

cc: Councillor M. Prentice  
W. H. Munden/P. Marchiori  
R. G. Charlton/M. W. Boyd  
W. J. Richmond/D. J. Debenham  
L. J. Harvey  
J. D. McKichan - Region of Peel

*William P. Taylor*  
William P. Taylor, P.Eng.  
Commissioner





7(a)

City of Mississauga

**MEMORANDUM**

File: 11 141 00045  
16 111 84243

To Chairman and Members of  
Dept. Operation and Works Committee

5490  
AUG 5 1986

From William P. Taylor, P.Eng.,  
Dept. Engineering & Works Dept.

F-05-0401

July 16, 1986.

OPERATIONS/WORKS **AUG** 1986

**SUBJECT:** Dumping of garbage along the Etobicoke Creek between Dundas Street and The Queensway.

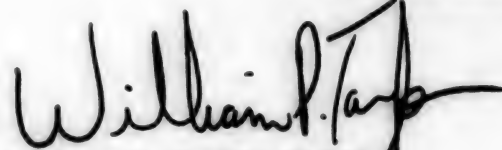
**SOURCE:** Request for report No. 107-86 and letter from the City of Etobicoke dated May 6, 1986.

**COMMENT:** Staff have visited the site with the M.R.T.C.A. and confirmed the dumping of at least six piles of construction debris on a site which is presently under development (02/24/84). Subsequently, staff have advised the owners of the lands, Runnymede Development Corporation, to make arrangements for the removal of the said garbage by June 30, 1986. Staff have recently visited the site and report that these works have not been undertaken.

The present value of the Letter of Credit is \$24,978.30 and staff's estimate of the cost is \$6,000.00.

**RECOMMENDATIONS:** The Commissioner of Engineering and Works recommends that:

1. The City makes arrangements to undertake the removal of the garbage from the site, known as Dundas/427 Business Centre;
2. All costs incurred be withdrawn from the Letter of Credit and the developer, Runnymede Corporation be so advised.
3. A copy of Mr. Taylor's report to Operation and Works Committee, dated July 16, 1986 be forwarded to the City of Etobicoke and the M.T.R.C.A. for their information.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

JT/dab  
0487E





# City of Etobicoke

OFFICE OF THE CLERK  
416/826-4554

7/10)

May 6th, 1986,

DATE MAY 26 1986

Mr. T. L. Julian.  
City Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.  
LSB 1H2

3320

DATE MAY 15 1986

F.05.0401

Dear Mr. Julian:

Subject: Toronto Field Naturalists - Parks Planning and Management - Public Participation

This will advise that Council for the City of Etobicoke, at its meeting held on Monday, May 5th, 1986, amended and adopted Clause 83 of the Ninth Report of the General Committee, 1986, which recommends in part:

3. THAT the Council for the City of Mississauga and the Metropolitan Toronto and Region Conservation Authority be advised of the garbage presently being dumped on the westerly side of the valleyland abutting the West Mall, south of Dundas Street and north of the Queensway, with this matter to be the subject of discussion at the next Etobicoke-Mississauga Liason Committee meeting.

Should you require further information kindly contact Mr. J. T. Riley, Commissioner, Parks and Recreation Services, at 626-4104.

Would you kindly bring this matter to the attention of the Council for the City of Mississauga.

*R. Walton*  
for R. F. Cloutier,  
City Clerk.  
/sb

cc Mr. J. T. Riley - Commissioner, Parks & Recreation Services

-----  
! REFERRED TO:  
! W.P. TAYLOR FOR A REPORT TO  
! OPERATIONS & WORKS (#107-86)  
-----



8(a)

City of Mississauga

MEMORANDUM

Files: 12 211 86010  
11 141 00045

To Chairman and Members of the  
Operations and Works Committee  
Dept.

From Wm. P. Taylor, P. Eng.  
Dept. Engineering and Works

July 25, 1986

5303

JUL 29 1986

F.05.03.02

SUBJECT: Sidewalk Snow Plowing  
ORIGIN: Mr. L. Crisp  
1222 Bloor Street East.  
Request No. 142-86

COMMENTS: The sidewalk on Bloor Street between Dixie Road and Tomken Road has been classified as a priority sidewalk for winter maintenance. This provides plowing and sanding service for the many pedestrians that utilize this sidewalk.

A City sidewalk plow that is stationed at Mavis Road Works Yard has undertaken the maintenance of this sidewalk for the last two winter seasons. In discussing Mr. Crisp's comments to the Operator, he has confirmed that only two or three properties along this route are cleared by the residents. The remainder clear their driveways but not the City sidewalk.

The discontinuance of the snow removal service is not a viable solution as the residents bordering the sidewalk would not provide a service for the school children and adult pedestrians. The City encourages residents to clear their walks but unless a By-law is passed to ensure that the residents clear their walks the option indicated by Mr. Crisp could not be implemented.

The damage that is referred to the various items located adjacent to sidewalks is certainly a problem both to the resident when they are damaged and to the Operator through possible personal injury. Driveway curbs, ornamental stones, rockeries and brick work are buried during a snowfall and when they are located immediately adjacent to the sidewalk (sometimes on both sides of the sidewalk) it is extremely difficult to navigate between and around those objects.

A notice is now delivered to all new homes advising the resident not to construct these items within 3 ft. of a sidewalk to preclude any damage that would likely be caused during winter maintenance. However, many locations have items that are so elaborate in their construction and although hidden during a snow storm are too expensive to relocate by the resident.

8(a)

Chairman & Members  
Operation & Works Committee  
July 25, 1986  
Page 2

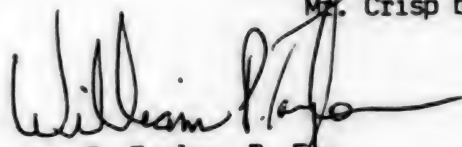
Re: Sidewalk Snow Plowing

COMMENTS cont'd. Mr. Crisp's comments regarding the ice left by the plow on each side of the driveway is valid, unfortunately, the plowing of the sidewalk cannot be carried out in most cases before the residents clean the driveway and therefore snow is carried forward on the blade while plowing the sidewalk. After several snowfalls the sidewalks become a trough between the banks of snow and ice and it is sometimes carried across the driveway during the clearing operations. We have removed this ice in certain instances but only after the sidewalks have been completely plowed and this is not satisfactory to many residents. Mr. Crisp indicates that most of his neighbours do not want the sidewalks plowed and sanded during the winter months but the sidewalks on Bloor Street have been constructed for the benefit of all pedestrians using Bloor Street and not only the residents that border the street.

Council's approval for the purchase of additional articulated tractors in order that more of the plowing can be undertaken by City Forces will improve the completion time.

The training programme for all Winter Maintenance Operators to point out the standards, workmanship and level of service expected and also the problems and hazards associated with this activity will also benefit the system. Even with this training and education, it is still extremely difficult for the operators to be aware of the many objects that are buried under the snow adjacent to sidewalks.

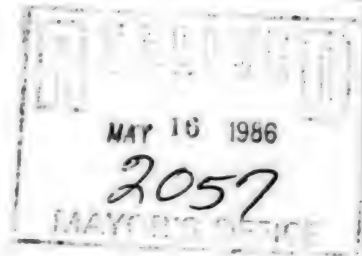
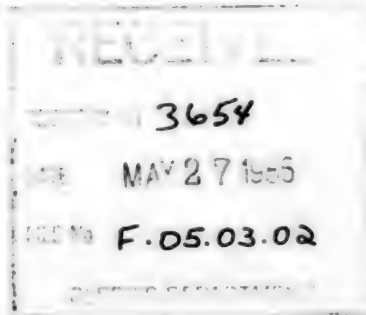
RECOMMENDATION; That no change in the City's Policy for Sidewalk Plowing and Sanding be taken with respect to the winter maintenance on Bloor Street between Dixie Road and Tomken Road and that Mr. Crisp be so advised.

  
Wm. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

WPT:dlw  
0550E/65E



8(c)



May 12, 1986.

Mr. L. E. Crisp  
1222 Bloor Street East  
MISSISSAUGA, Ontario  
L4Y 2P1

Hon Hazel McCallion  
1 City Centre Drive  
MISSISSAUGA, Ontario  
L5B 1M2

Dear Mayor McCallion:

I often watch your program on Cable 10, and would like to comment on an interesting comment you made recently. It went something like this: "People are always looking for reductions in taxes and at the same time asking for increased services. It would be nice if some people would sit down and think about some services that they do not require."

The first thing that came to my mind was sidewalk snowplows! For some years now I have heard about the damage this service has caused, to lawns, gardens and brickwork. It seems that these plows are more of a hinderance than a help.

I live on Bloor Street, between Dixie Road and Tomken Road and after every snowfall my neighbours and I clean our driveways and walks. A few days later the plow will come by and leave a trough of ice on each side of the driveway.

I will be spending a considerable amount of money this summer on improvements that may be damaged by the snowplow.

I know that most of my neighbours do not want this service and I would like it discontinued for my home at 1222 Bloor Street East.

Believe me, if any damage is incurred, I will be in touch with the City for repairs. I do not wish to tell you next year "I told you so."

Yours very truly

Les Crisp

LEC/wc



City of Mississippi

**MEMORANDUM**

114

FILE : 11 141 00045  
17 111 86114

To The Chairman and Members of  
Operations and Works Committee  
Dept. \_\_\_\_\_

From William P. Taylor, P.Eng.,  
Dept. Commissioner, Engineering

July 31, 1986

OPERATIONS/WORKS **AUG 11 1986**

SUBJECT : Installation of sidewalks in new residential subdivisions.

ORIGIN : Request for Report No. 155-86 from Council dated June 9, 1986.

COMMENTS : The current Sidewalk Policy (copy attached) passed by Council on Oct. 11, 1977 sets out the policies in use to determine the sidewalk locations within new developments.

"(d) i) On local streets, sidewalks will be required on one side only.

ii) Cul-de-sacs which service single-family and/or semi-detached dwellings only, will not require a sidewalk on either side.

iii) Cul-de-sacs which service developments other than single-family or semi-detached dwellings, such as on-street townhouses, condominiums, row-housing, etc. will require a sidewalk on one side of the street.

iv) A sidewalk will be required on one side of the cul-de-sac where the sidewalk will form part of the walkway system. "

All plans are currently being processed on this basis. This policy is generally a good one being both fair and reasonable, and in the overall best interests of the community.

The only portion we suggest be changed is to delete part iv). If in a specific area a walkway is required, then we will report this fact to Council at the time of the approval of the Servicing Agreement and request Council's approval.

The actual installation of the sidewalk in new developments is often left as one of the last items to be completed and normally is installed prior to the lot sodding and grading. In the past, sidewalks have been less satisfactorily installed earlier in the development

continued ...

RECEIVED  
5495  
AUG 5 1986  
F.05.02  
J.05.86045

9(a)

- 2 -

SUBJECT : Installation of sidewalks in new residential subdivisions.

COMMENTS :  
continued ...

process. The primary reason to delay sidewalk construction as long as possible is to minimize the damage which occurs during the house building operations. Earlier installation of the sidewalk typically results in numerous repairs being required.

The City has the power to require earlier construction of the sidewalks but it must be recognized that this would increase the developers cost both to protect the sidewalk during the house construction and also to repair any damages caused. Moreover it may not solve the current problem as most houses are now bought prior to any site construction with a result that purchasers cannot view the completed streetscape before deciding to purchase.

If a sidewalk is proposed by residents for deletion then we feel that the procedure and requirements for deletion should be set out in writing to provide guidance to the staff and the residents involved. Until recently the informal policy in use was that unless the request for deletion was unanimous, the sidewalk would be installed as shown in the development agreement. This was based on the logic that all purchasers bought houses on the basis of a sidewalk being installed and therefore had paid their share of the cost and were entitled to receive that service already paid for.

Other suggestions would vary the necessary percentage of requests for deletion down to a simple majority of homeowners.

The major reason, we feel, for the large number of requests for sidewalk deletion which we have been receiving of late, is the effect that the sidewalk has on the parking of cars within the individual driveways. Normally cars cannot be parked end to end in front of the garage where sidewalks exist, thereby limiting the off-street parking to two or four cars depending whether it is a single or double driveway. (Assuming that garages are used).

This effect could be reduced if the sidewalk were placed adjacent to the curb. However, the Engineering Department does not recommend this as it creates other problems such as snow clearing, driveway depressions in the sidewalk causing for an uneven sidewalk walking surface, safety of young children playing directly adjacent to the roadway and the effect of a sidewalk on

continued ...



SUBJECT : Installation of sidewalks in new residential subdivisions.

COMMENTS :  
continued ...

the other utilities located within the right-of-way, many of which do not wish to be located directly underneath the sidewalk for access reasons.

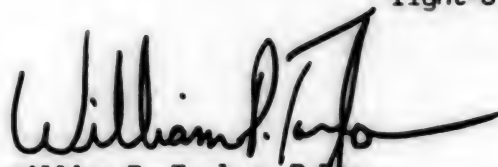
Another way to reduce the parking effect is to allow more and longer on-street parking on local residential streets and cul-de-sacs. Discussions on this item are currently before Council.

To summarize we feel that :

1. The requirement for a sidewalk on a cul-de-sac forming part of a walkway system (part d) iv)) be deleted from the Sidewalk Policy.
2. The remaining current Sidewalk Policy is reasonable and should be endorsed.
3. Requests for deletion of sidewalks in residential subdivisions be approved by the Commissioner of Engineering and Works where 100% of the affected residents request the sidewalk's deletion.
4. Where sidewalks are installed that they be placed in the standard right-of-way location being 1 m inside of the right-of-way limit.

RECOMMENDATION :

1. That the current Sidewalk Policy as embodied in Resolution 120-77 be amended to delete part d) iv) and that the amended policy be endorsed and be used as a standard for determining sidewalk requirements in new residential developments.
2. That requests for deletion of sidewalks within new subdivisions be approved by the Commissioner of Engineering and Works only where 100% of the affected residents specifically request the sidewalk deletion.
3. That where sidewalks are installed in new subdivisions that they be placed in the standard right-of-way location.

  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works Department

RGC:jb  
0362E/22E

7109  
#625

Moved by: F. Bean  
Seconded by: M. H. Spence

*Council  
Dec 11/77*  
THAT Resolution 253 adopted by Council in April, 1976, be rescinded and that the following policies apply to plans of subdivision which have not yet received draft plan approval as of March 14, 1977:

- (a) That the minimum road allowances in local streets (as determined by the Engineering and Planning Departments) be 56 feet.
- (b) That the minimum pavement width for a residential street be 28 feet.
- (c) Cul-de-sacs shall not exceed 300 feet in length, but may be considered on an individual basis having regard for, among other things, the number of vehicles per day, emergency access and pavement widths.
- (d) The parking standard (excluding condominium or rental projects having self-contained parking off internal driveways) to be 2.5 spaces per unit, of which 0.5 spaces are for visitors, and may be accommodated on street where circumstances permit.
  - \* (i) On local streets, sidewalks will be required on one side only.
  - \* (ii) Cul-de-sacs which service single-family and/or semi-detached dwellings only, will not require a sidewalk on either side.
  - (iii) Cul-de-sacs which service developments other than single-family or semi-detached dwellings, such as on-street townhouses, condominiums, row-housing, etc., will require a sidewalk on one side of the street.
  - (iv) A sidewalk will be required on one side of the cul-de-sac where the sidewalk will form part of the walkway system.

A recorded vote was requested on motion #625, the results of which are as follows:

THOSE IN FAVOUR  
OF THE MOTION

H. Kennedy  
M. H. Spence  
F. Bean  
L. Taylor  
T. Butt  
F. Leavers  
H. McCallion

THOSE OPPOSED  
TO THE MOTION

F. McKechnie

MOTION CARRIED 7-1  
ABSENT - Mayor Searle, Councillor  
Hooper

56 FT POLICY

11. Report dated February 16, 1977, from the Commissioner of Engineering, Works and Building and the Commissioner of Planning with reference to The Municipal Engineer's Association of Ontario recommendation that local road width be 56 feet rather than 50 feet because of problems with snow storage. This report was requested by General Committee on January 12, 1977. Messrs. Taylor and Edmunds recommended:

That resolution 253 adopted by Council in April, 1976 be rescinded and a new resolution passed adopting the following recommendations: \*

- (a) That the minimum road allowance in local streets (as determined by the Engineering and Planning Departments) be 56 feet.
- (b) That the minimum pavement width for a residential street be 28 feet.
- (c) Cul-de-sacs shall not exceed 300 feet in length, but may be considered on an individual basis having regard for, among other things, the number of vehicles per day, emergency access, and pavement widths.
- (d) The parking standard (excluding condominium or rental projects having self-contained parking off internal driveways) to be 2.5 spaces per unit, of which 0.5 spaces are for visitors, and may be accommodated on-street where circumstances permit.
- (e)
  - (i) On local streets, sidewalks will be required on one side only.
  - (ii) Cul-de-sacs which service single-family and/or semi-detached dwellings only, will not require a sidewalk on either side.
  - (iii) Cul-de-sacs which service developments other than single-family or semi-detached dwellings such as on-street townhouses, condominiums, row-housing, etc. will require a sidewalk on one side of the street.
  - (iv) A sidewalk will be required on one side of the cul-de-sac where the sidewalk will form part of the walkway system.

Discussion took place as to when this new policy should come into effect. It was decided to add the following to the preamble of the policy, after the word recommendations: "which shall apply to plans of subdivision which have not yet received draft plan approval as of March 14, 1977".



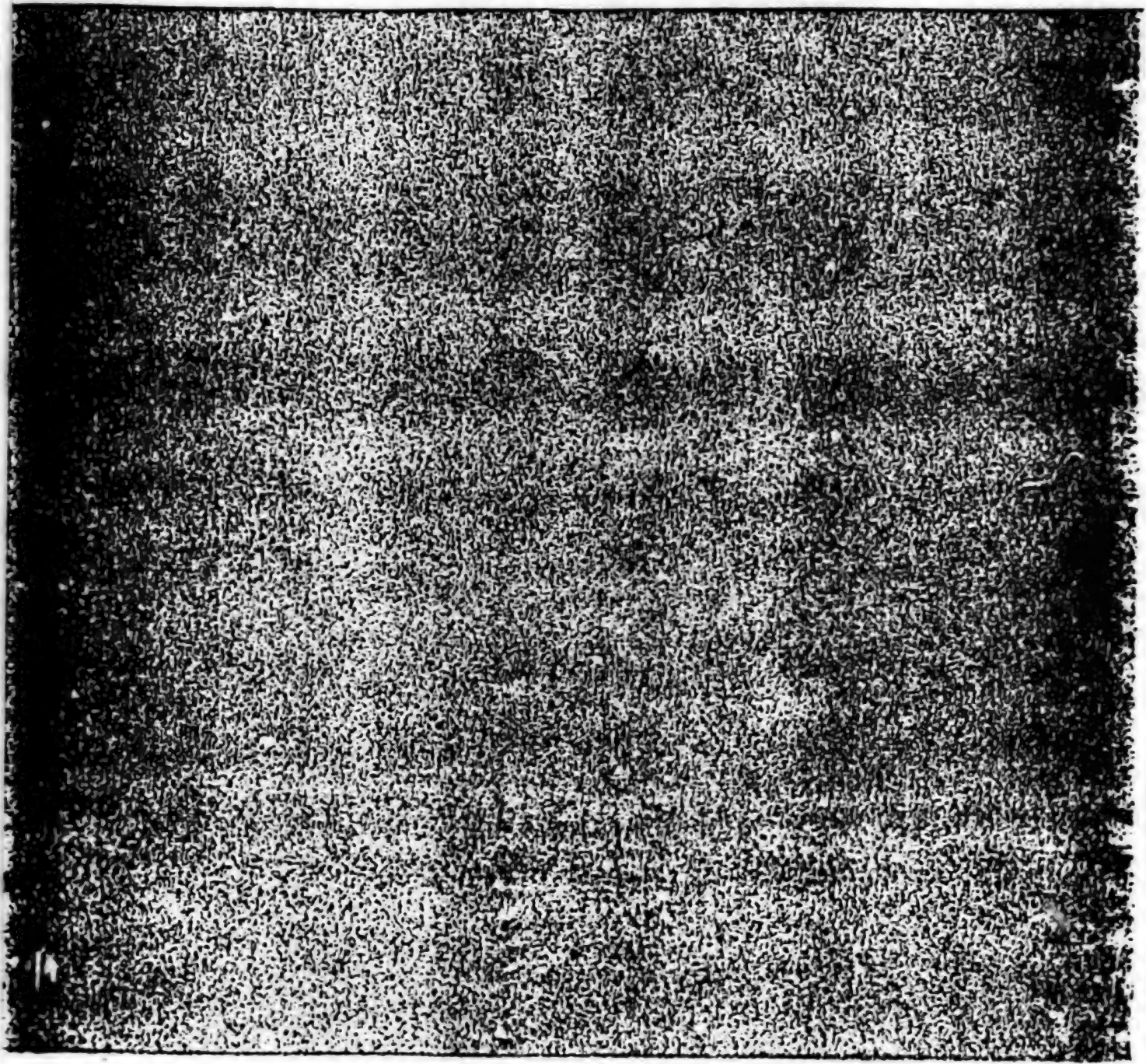
767  
767-11 CONTINUED

Councillor McCallion moved that the recommendation, as amended, be approved.

This motion carried.

File: 126-77  
34-77  
18-77

*See Recommendation #294*  
See Recommendation #294 (H. McCallion)





City of Mississauga

**MEMORANDUM**FILE: P.N. 86001/87001  
17 111 85182  
12 241 86021  
11 141 00045

10(a)

To: Chairman and Members of  
Operations & Works Committee  
Dept.From: Wm. P. Taylor, P.Eng.  
Dept. Engineering and Works

AUG 11 1986

July 30, 1986

## OPERATIONS/WORKS

SUBJECT: The replacement of Rockhill Road/Bayswater Crescent project with the upgrading works on Morning Star Drive and Darcel Avenue.

ORIGIN: 1986 Capital Works Budget.

COMMENTS: The upgrading of Rockhill Road/Bayswater Crescent, was approved by Council during the 1986 Capital Budget Review. Funding to accomodate the defined works on Rockhill Road/Bayswater Crescent is as follows:

5499

AUG 5 1986

J.05.86019

GROSS COST	SUBSIDY	NET CITY COST	RECOVERY
\$138,000	\$56,000	\$82,000	Nil

During a July 9, 1986 Council Bus Tour of roads in the northern sector of Mississauga, it was determined that a "higher need" priority should be assigned to (a) Morning Star Drive from Goreway Drive to Darcel Avenue and (b) Darcel Avenue from Dunrankin Drive to Netherbrae Road. Both Morning Star Drive and Darcel Avenue are in greater need of repair than the approved Rockhill Road/Bayswater Crescent project.

We request that the budget funds approved in 1986 for the Rockhill Road/Bayswater Crescent project be transferred to allow for the improvements and resurfacing of Morning Star Drive and Darcel Avenue. Rockhill Road/Bayswater Crescent should be deleted from the 1986 Capital Programme and considered as a potential project in a future programme.

...2/



1010)

- 2 -

The proposed budget for Morning Star Drive/Darcel Avenue project is as follows:

<u>GROSS COST</u>	<u>SUBSIDY</u>	<u>NET CITY COST</u>	<u>RECOVERY</u>
\$138,000	\$56,000	\$82,000	Nil

Subject to approval of this adjustment by Council, the actual works will be carried out and incorporated as part of the Asphalt Resurfacing Contract. (12 241 86021).

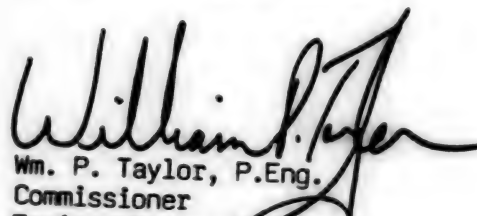
RECOMMENDATION:

- (1) That the Rockhill Road/Bayswater Crescent project in the 1986 Capital budget be deleted and the net City funding of \$82,000 be returned to the unallocated balance of the Capital Reserve fund.
- (2) That the necessary By-law to return these funds be enacted.
- (3) That the improvements to the road system of Morning Star Drive from Goreway Drive to Darcel Avenue and Darcel Avenue from Dunrankin Drive to Netherbrae Road be approved as a part of the 1986 Capital Programme at a budget of:

<u>GROSS COST</u>	<u>SUBSIDY</u>	<u>NET CITY COST</u>	<u>RECOVERY</u>
\$138,000	\$56,000	\$82,000	Nil

and, that the net City's cost in the amount of \$82,000 be allocated from the unallocated balance of the Capital Reserve Fund.

- (4) That the necessary By-law to allocate these funds be enacted.

  
Wm. P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

0333E/21-22





City of Mississauga

11(a)

**MEMORANDUM**

FILE: 11 141 00045  
11 161 00010  
13 211 00006

To: Chairman and Members of  
Operations & Works Committee  
Dept.

From: Wm. P. Taylor, P.Eng.  
Commissioner, Engineering  
5497

July 31, 1986

AUG 5 1986

F.06.04 OF OPERATIONS/WORKS AUG 11 1986

**SUBJECT:** Parking prohibition on Tenth Street.

**SOURCE:** Councillor Harold Kennedy, Ward 1.

**COMMENTS:** The Engineering Department has been advised by Councillor Kennedy that the residents of Tenth Street are experiencing traffic congestion due to parked vehicles.

The residents, in discussions with the Councillor have stated that parking has reached the extent that emergency vehicles would have trouble getting through.

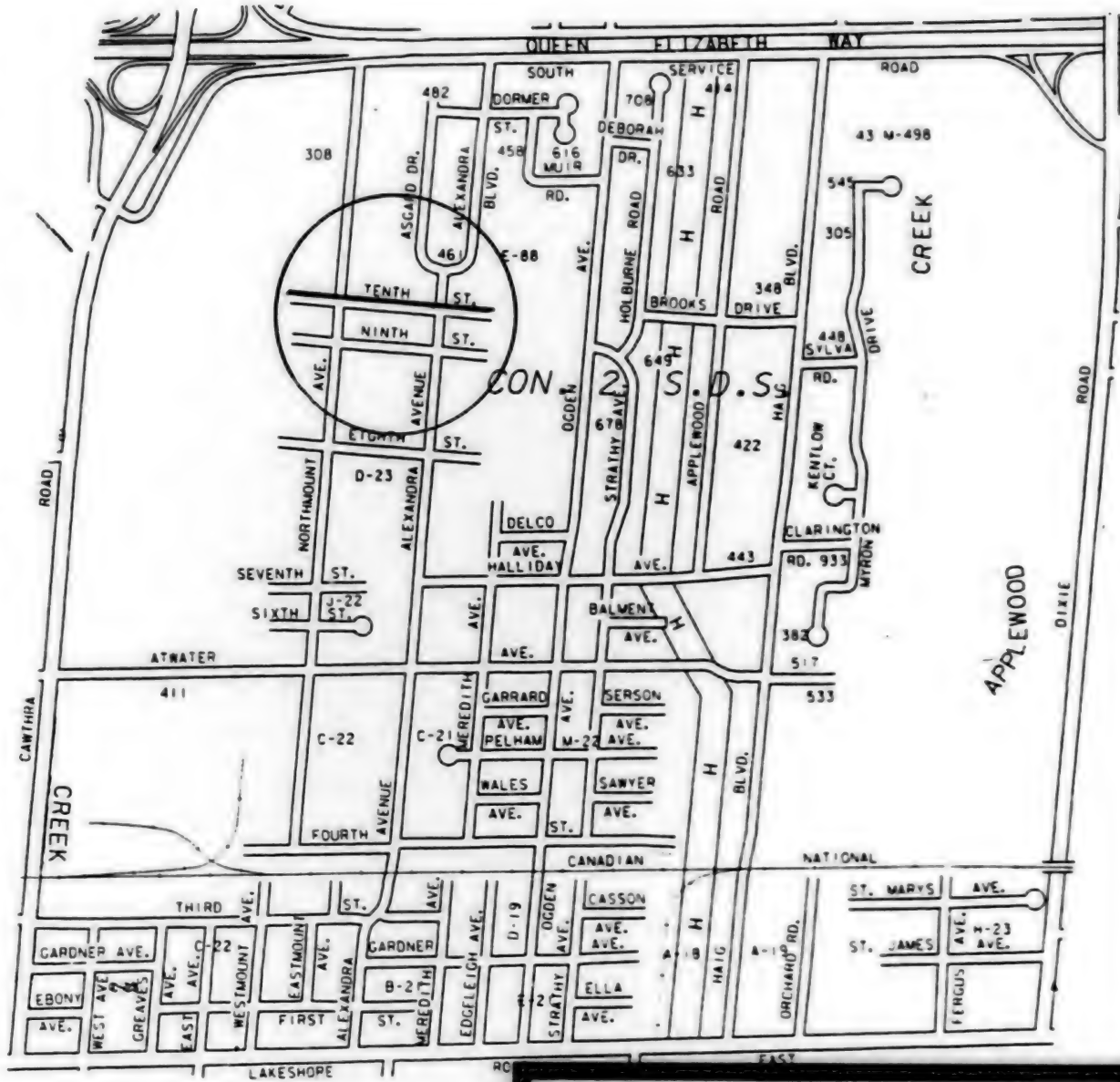
The Engineering Department has received similar calls from other residents in Mississauga experiencing the same problems and concurs that prohibitive signs, erected on the north side of Tenth Street, will help eliminate congestion.

**RECOMMENDATION:** (1) That a By-law be passed to prohibit parking on the north side of Tenth Street from the east limit of roadway to the west limit of roadway.

*William P. Taylor*  
Wm. P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

*MJF* MJF/jc  
0551E/15

11(h)



**CITY OF MISSISSAUGA**  
**ENGINEERING DEPT.**  
**TRAFFIC SECTION**



*TENTH STREET.*  
*PARKING PROHIBITION*



City of Mississauga

**MEMORANDUM**

FILE: 13 211 00007

12(a)

To: Mayor H. McCallion  
From: Wm. P. Taylor, P.Eng.  
Members of Council  
Engineering and Works  
Dept. AUG 5 1986

July 31, 1986

F-06.04/02

AUG 11 1986  
OPERATIONS/WORKS

**SUBJECT:** Parking Congestion - Seneca Avenue at Tecumseh Avenue.  
**SOURCE:** Mrs. Green, 27 Tecumseh Avenue, 820-6336.  
**COMMENTS:** The Engineering Department has been contacted by Mrs. Green, 27 Tecumseh Avenue, 820-6336, complaining of parked vehicles on Seneca Avenue at Tecumseh Avenue.

Our investigation revealed that overflow vehicles from the apartment complex on Seneca Avenue, north of Lakeshore Road, park on both sides of Seneca Avenue encroaching on the intersection of Tecumseh Avenue, Mrs. Green's driveway, and the driveway to the car wash on Lakeshore Road. As you know this restricts sight lines at the intersection and at the two driveways. Also, parking on both sides of Seneca Avenue causes congestion as there are many vehicles turning at this location due to the close proximity to the intersection, the apartment and a driveway to a convenience store.

Therefore, the Engineering Department proposes to prohibit parking on the west side of Seneca Avenue from Lakeshore Road to Tecumseh Avenue. This, along with a 15 m (50') corner restriction on the northwest corner of Seneca Avenue and Tecumseh Avenue will increase sight lines and eliminate traffic congestion. This proposal will only eliminate three (3) legal parking spots. We do not feel this is critical as it is mainly through convenience that vehicles from the apartment are parking on Seneca Avenue.

...2/

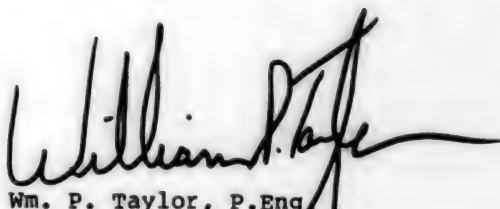


12(b)

- 2 -

RECOMMENDATION:

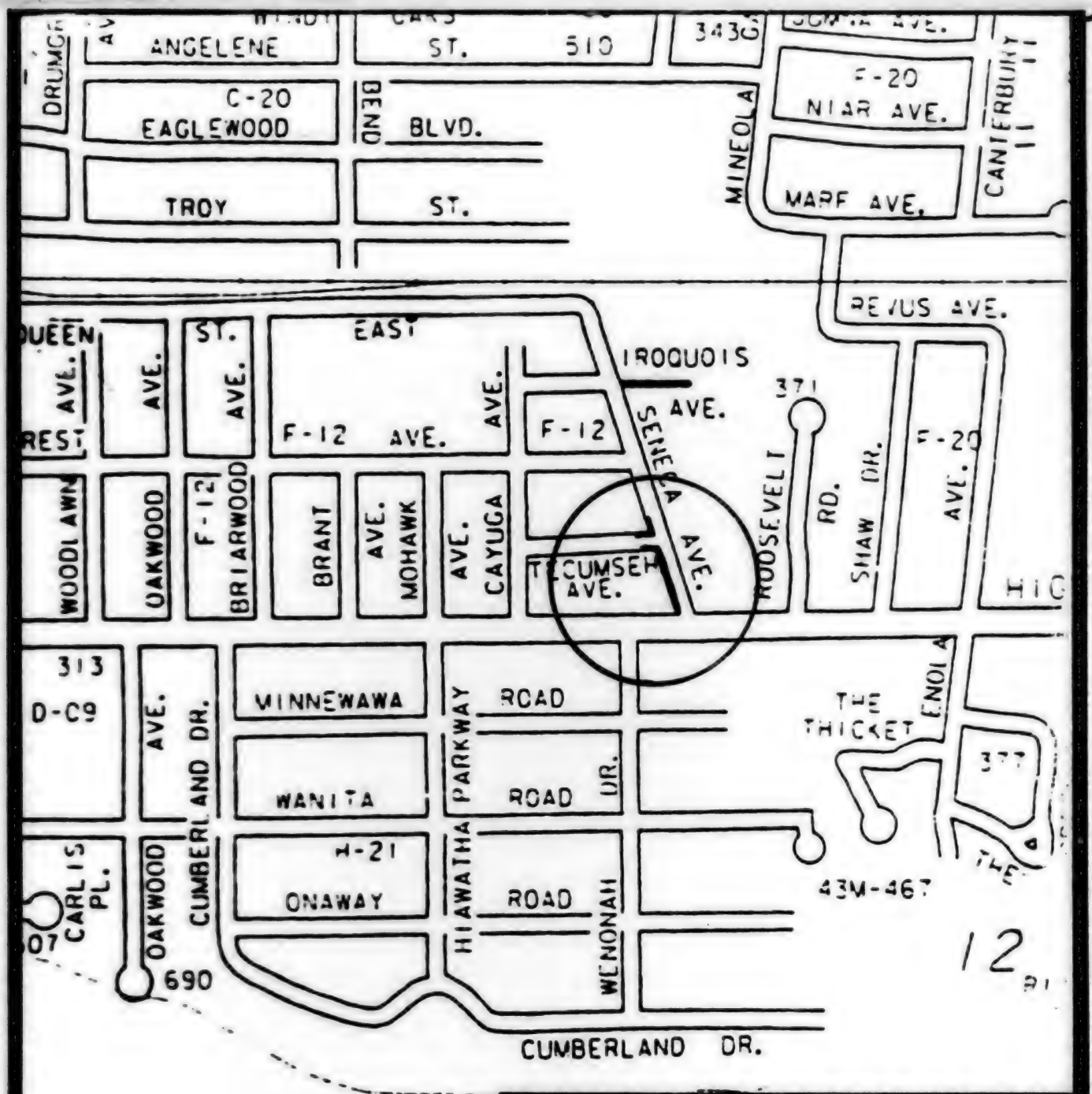
1. That a By-law be passed prohibiting parking on the west side of Seneca Avenue from Lakeshore Road east to Tecumseh Avenue.
2. That 15 m corner parking restrictions be installed on Tecumseh Avenue west of Seneca Avenue in accordance with the general provisions of Traffic By-law 444-79.



Wm. P. Taylor, P.Eng  
Commissioner  
Engineering and Works



MJF/jc  
0551E/38-39



ONTARIO



CITY OF MISSISSAUGA  
ENGINEERING DEPT.  
TRAFFIC SECTION



PARKING RESTRICTION  
SENECA AVE



13(a)

City of Mississauga

MEMORANDUM

File: 11 141 00045  
11 161 00011  
13 211 00006  
13 211 00049

To Chairman and Members of  
Operations and Works Committee.  
Dept. \_\_\_\_\_

From William P. Taylor, P.Eng.,  
Engineering and Works Dept.  
Dept. \_\_\_\_\_

July 24, 1986.

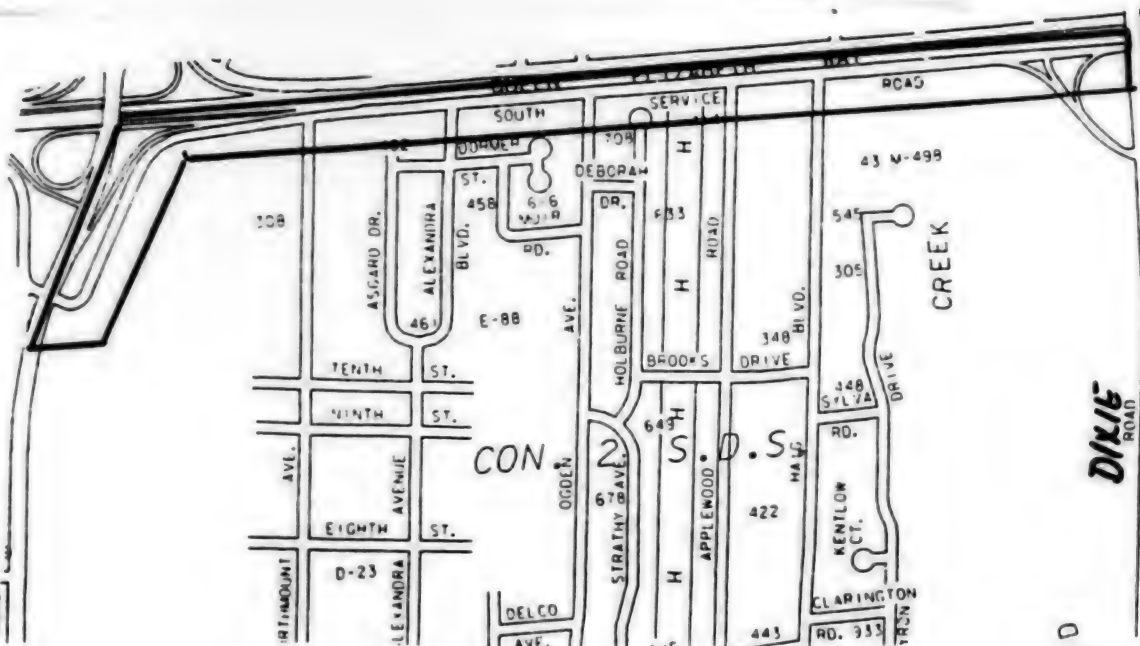
**SUBJECT:** Housekeeping by-law to amend By-law 444-79, as amended.  
**SOURCE:** Engineering and Works Department.  
**COMMENTS:** The attached draft by-law amending by-law 444-79, as amended, is being forwarded for approval as a housekeeping by-law.

No changes in signing will result due to this amendment.

**RECOMMENDATION:** That a by-law be passed authorizing housekeeping changes dealing with through highways on South Service Road and York Street.

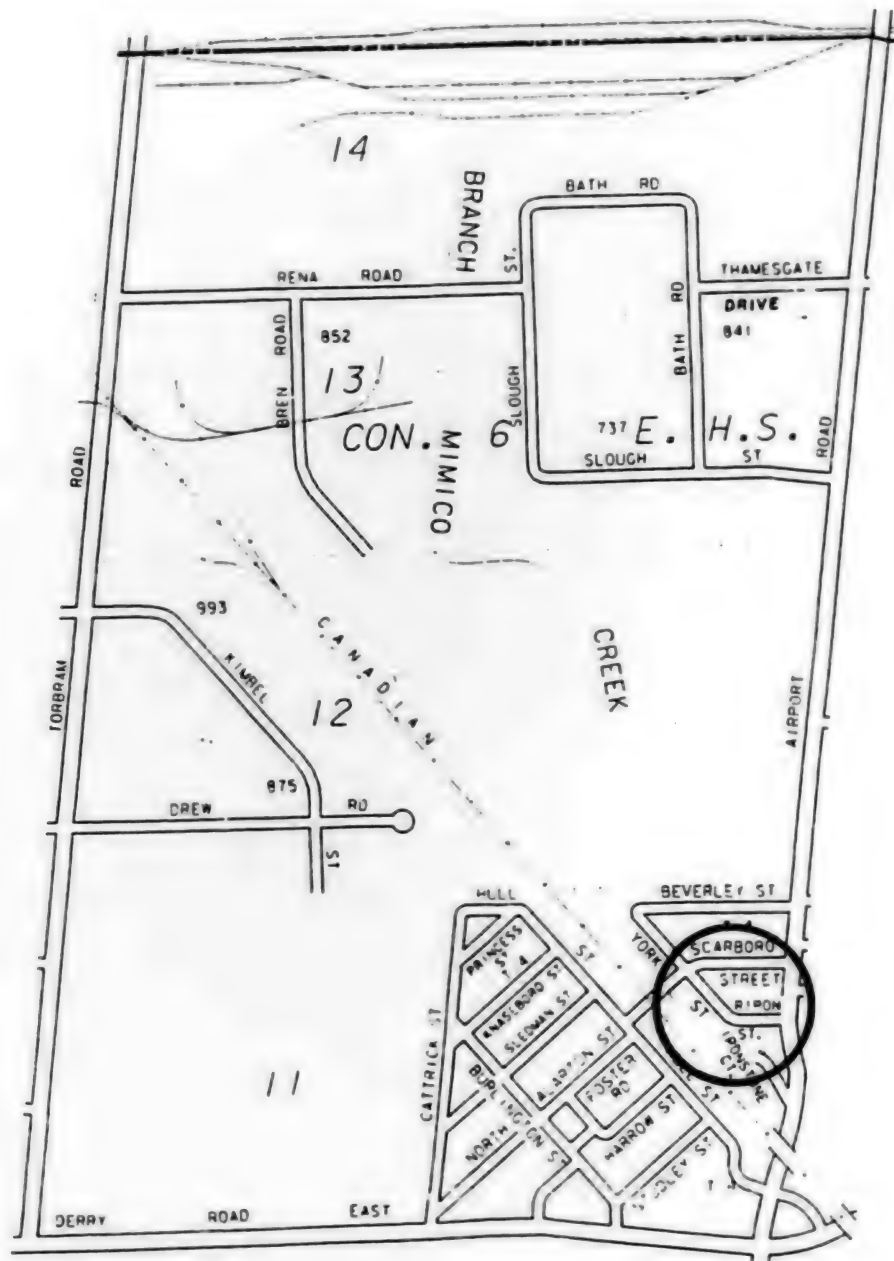
*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.  
DTJ/dab  
8487E

5498  
AUG 5 1986  
F.06.04.01





CITY OF BRAMPTON



11-64-2

**M-84-Z**

Z-41-E

Z-49-E



14(a)

**MEMORANDUM**Files: 11 141 00045  
13 111 00010To: Chairman and Members of the  
Operations and Works Committee  
Dept.From: Wm. P. Taylor, Commissioner  
Dept. Engineering and Works

August 5, 1986

AUG 11 1986  
OPERATIONS/WORKS

SUBJECT: Greater Toronto Area Transportation Planning Forum - July 15, 1986.

SOURCE: Notes - July 15, 1986 Meeting

COMMENTS: Attached to this report are the following:

1. The meeting notes of July 15, 1986, including the Draft Terms of Reference.
2. The Deputy Minister's comments.
3. The Agenda, etc., for the July 15, 1986 Forum.

From the information which we have provided you, you can see that the reason for the establishment of this Transportation Forum is to review all of the transportation problems for this area with the affected Municipalities including costs and to try and set up a Priority List in which the work can be carried out due to the fact that there is not enough money to carry out all of the 'Wish' List.

In the meeting notes under Item 6, Initiatives under Review, you will see that the following proposals have been included for Mississauga: Eglinton Avenue, Derry Road/Hwy. 401 underpass., Hwy. 403 arterial extension, the Busway, and Mavis Road from Eglinton Avenue northerly. The latter was added by the Region at the meeting and we feel that this additional item is a much lower priority from the City of Mississauga's standpoint than such facilities as the interchange of Rathburn Road at Hwy. 10, the north and south grade separations at Torbram Road and the C.N.R., the interchange of Matheson and Renforth, the construction of Matheson from Dixie Road including a bridge over the Etobicoke Creek, the grade separation of Glen Erin Drive and Hwy. 403, and the interchange of Courtney Park Drive and Hwy. 410.

We would recommend, therefore, that Council advise Mr. Norman, Manager of the Toronto Area Co-ordinating Office that in addition to the priorities shown in the meeting notes for Mississauga which include Eglinton Avenue,

14(h)

Chairman and Members of the  
Operations and Works Committee  
August 5, 1986  
Page Two

COMMENTS - cont'd.

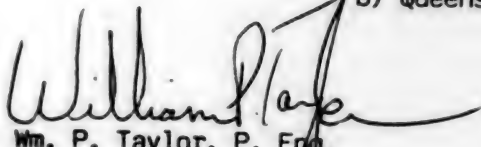
the Hwy 403 arterial extension, the Mississauga Busway, the Queensway widening and the Derry Road/Hwy. 401 underpass, that the following be included: the interchange of Rathburn Road and Hwy. 10 and the interchange of Courtney Park Drive and Hwy. 410.

RECOMMENDATIONS;

1. That the City of Mississauga wishes to advise the Greater Toronto Area Transportation Review Committee that the following unfunded projects are Mississauga's priorities.
  - a) Eglinton Avenue from Hwy. 10 westerly
  - b) Hwy. 403 arterial extension from Cawthra Road to Eglinton Avenue
  - c) Mississauga Busway
  - d) Interchange of Rathburn Road and Hwy. 10
  - e) Interchange of Courtney Park Drive and Hwy. 410.

2. That the Council of the City of Mississauga endorses the following Regional projects only for the City of Mississauga:

- a) Derry Road/Hwy. 401 underpass
- b) Queensway widening.

  
Wm. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

Attach's.

WPT:dbw  
0550E/65E



14(c)

**G.T.A. TRANSPORTATION INVESTMENT REVIEW**

**PLANNING FORUM**

**Valhalla Inn, Etobicoke**

**July 15, 1986; 8:30 A.M. - 4:00 P.M.**

**Attendance - See distribution list attached**

**Meeting Notes**

**1. Chairman's Introductions:**

Gerry Johnston welcomed the Forum and the assembly of C.A.O.'s who were present for this inaugural meeting. Introductions were made of all present and the basic agenda for the day was put up for review and accepted.

**2. Deputy Minister's Opening Remarks - See attachment.**

**3. Response by Milt Farrow; Assistant Deputy Minister, Ministry of Municipal Affairs**

Milt Farrow welcomed the institution of the Planning Forum to come to some understanding on transportation priorities in this most important area of the Province. Support for economic growth and the land-use objectives of the municipalities will be an essential objective of the Forum. The Forum will provide a focus on transportation matters and thereby be complementary to the joint municipal-provincial committee set up by M.M.A. This committee is composed of the Commissioners of Planning in the G.T.A. and deals mainly with land-use issues.

14(d)

4. Comments by Senior Municipal Representatives on Deputy's Address

Comments provided by municipal representatives expressed positive support for the Transportation Planning Forum. The many issues raised during the discussion are summarized as follows:

Forum Operation

- The suggested schedule and product of the Forum may be ambitious. November may be viewed as the beginning of an important continuing process of consultation between the Province and the municipalities.
- The goals and objectives of the Forum should be described in broader purpose terms; i.e., economic, developmental or organizational, to relate to the main issues of economic prosperity, industry location and job creation.
- Need for strategic transportation planning to support overall community development.
- Advisable to keep the Forum fluid in terms of the scope of review and the physical area it encompasses.
- Satisfying to be on the inside, to better inform Councils.
- Members' positions are determined somewhat by Council's prior decisions, therefore, it will be difficult to avoid views which are political and parochial.
- Important to put all thoughts on the table prior to the municipal elections.
- Focus on goods movement, in addition to people movement, applauded.

Priorities

- Identifying priorities is the issue
- M.T.C. decisions should be related to implementation timing, not to project approval or disapproval of municipal proposals.
- To complement and support private sector spending, we must identify locational priorities for transportation, to obtain the best overall return to society.
- Some project priorities mentioned include:

14(e)

- re-emphasis on development to the east of Metro.
- provision of adequate interchanges on Highway 401 in Oshawa, to support G.M.'s \$2 billion plant investment
- GO Train to Oshawa
- Improvement to Highway 401 through Durham.
- discussion with the Feds with regard to funding for Toronto Airport access
- Eglinton Avenue improvements needed to help serve an inter-regional need
- Highway 403 arterial road extension and Mississauga Busway will help solve the west boundary problems.
- maintenance and rehabilitation programs important

#### Subsidies

- Current road subsidy policy has built-in disincentives. There may be a requirement to adjust the formula to a 50-50 split, to attract more municipal financial support.
- The Province should examine its road and transit subsidy formulae.

#### Provincial Role

- The Provincial mandate should be to maintain an overview position and provide leadership with respect to coordinating the various individual municipal programs.  
  
People and goods movement have been treated separately in the past within the Ministry.
- The Province has faced some of the same issues for years and it is now time for decisions to be made, supported by a unified political will and financial backing.

#### Problems

- More financial support for programs required
- Rapid growth and related impacts of commuter through flows from adjacent communities.
- Some areas have had growth curtailed due to inadequate transportation service (i.e., Woodbine area).

#### Information Needs

- Historical spending patterns in the four programs needed to properly understand the situation.



14(8)

- The G.T.A. transportation problem may be solvable if the program dollar values and flexibility for adjustments are known.
- Must be cautious when dividing up total transportation dollars; large expenditures are needed for major undertakings and often benefits related to costs are difficult to quantify or understand.
- Innovative financing for some undertakings should be examined, especially private-public joint ventures.

5. Terms of Reference for the Forum

Copies of the draft terms of reference were distributed for comments. The terms of reference were generally found acceptable, but it was decided that the broader purpose of the exercise, (i.e., economic growth and land-use implications) should also be reflected in the words, in addition to the transportation objectives. This will be done for review at the next Forum meeting.

14(g)

#### 6. Initiatives Under Review

F. Norman presented tentative recommendations on proposals that might be included in the review. They comprised the following: Those marked with \* were added by the Forum during discussion.

##### Municipal Roads

Eglinton Avenue (Mississauga)	Humber River/Finch (Metro)
Derry Road/401 (Mississauga)	Rouge River/Finch (Metro)
Queensway Widening (Mississauga)	Rouge River/Lawrence (Metro)
Highway 403 Arterial Extension (Mississauga)	Kennedy Road/Steeles (Metro)
Mavis Road (Mississauga)*	Front Street/Gardiner (Metro)
Langstaff/16th Ave. /John Street (York)	Leslie Street Extension (Metro)
Pine Valley/Hwy 7/Steeles (York)*	Steeles Ave. East (Metro)*
Langstaff/Hwy 400 (York)*	9th Line/10th Line package /Steeles (Metro)*
Major Mackenzie/Islington /Highway 27 (York)*	Six Points Interchange (Metro) *
Steeles/Woodbine /Hwy 404 (York)*	Provincial Highway designation of Regional Roads*
14th Ave/Hwy 404 (York)*	Subsidy Policy*
Humber River/Rexdale/Wilson (Metro)	Funding Shortfall*
	Rehab/Maintenance Metro Bridges

14(1)

Municipal Transit

Sheppard Subway Phase I  
Scarborough RT Extension  
Mississauga Busway  
Various Gateways\*

Eglinton R.T.\*  
Downtown Relief Line\*  
Finch Corridor RT\*  
Spadina LRT\*  
Fare/Service Integration\*

Provincial Transit (GO)

Lakeshore West GO Train  
Lakeshore East GO Train  
Milton GO Train  
Georgetown GO Train

Bradford GO Train  
Richmond Hill GO Train  
Stouffville GO Train

Extension of R. Hill to  
Aurora\*  
GO Station at Woodbine\*  
Havelock GO Train\*  
Further Extension of GO  
Lines\*  
Expansion of GO Parking\*  
Freight Bypass Milton-  
Brampton\*  
Major New Bus Corridors\*

Provincial Highways

Highway 407  
Highway 403/401  
Highway 401 East

Acceleration of Program  
Hwy 404 North of Newmarket



14(i)

#### 7. Evaluation Characteristics

F. Norman presented a suggested list of characteristics which might be used to evaluate the various initiatives under review and might also form the basis for evaluating investment strategy options. (See copy of slides in presentation attached).

After some discussion, the Forum decided that the broad factors for evaluation should be:

- Development Benefits
- Transportation System Benefits
- Costs, Staging and Equity Considerations

Further review of this evaluation framework in more detail would be undertaken by a Working Group comprising:

Frank Norman	Project Leader, M.T.C.
Bob Hodgson	Region of York
Dick Gordon	Metro Toronto
Doug Thwaites	Region of Peel
Neal Irwin	Consultant
Dick Soberman	Consultant

The Working Group will report back to the Forum late in August with recommendations on:

- 1) The evaluation framework (factors, indicators, measures)
- 2) Review themes (work packages)
- 3) Further Working Groups if any; Organization/Membership
- 4) Overview on staging/priorities
- 5) Approach to developing Investment Options.

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8. Future Meetings/Agendae

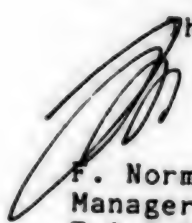
It was agreed that the next Forum meeting would be on August 26, 1986 in a Metro location yet to be determined. The agenda would follow the following basic format:

1. Metro Overview - Dick Gordon/John Bower
  - Population, employment, development
  - Metro priorities
  - Metro policy positions re external proposals
2. Presentation on major proposal (Highway 407, say)
3. Working Group Report

Subsequent Forum meetings would be held in the Regions to focus on local overview. The agenda would be supplemented with presentations on major initiatives and the output from the one or more Working Groups.

9. Adjournment

The meeting adjourned at 4:00 P.M.



F. Norman,  
Manager,  
T.A.C.O.

FN/sr.864

14(R)

**DRAFT TERMS OF REFERENCE**

**TRANSPORTATION PLANNING FORUM**

**G.T.A. TRANSPORTATION INVESTMENT REVIEW**

**Purpose**

To provide a forum for discussion and a medium through which technical staff advice would flow to municipal councils and the Minister with respect to major transportation investments in the G.T.A.

**Background**

A wide range of transportation capital investment proposals are currently before the Province and the municipalities in the greater Toronto area. These proposals involve major Provincial highways, major municipal arterial roads and bridges, incremental expansion of the GO Train system and major undertakings in municipal rapid transit. Each proposal stems from the identification by specific agencies of transportation needs in their particular areas.

In addition to capital spending proposals, there are other issues related to future investment strategy such as operating cost



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impacts of expanded transit and the funding levels required to rehabilitate and maintain existing municipal roads and bridges.

In view of the very large financial outlay required to satisfy all the identified needs and the special problem of dealing with travel demands and solutions across jurisdictional boundaries, a full regional perspective and coordination of decision-making between the various agencies is desirable.

To ensure the information is made available to the decision-makers on all aspects of the transportation proposals being considered, it is recommended that a Transportation Planning Forum, of municipal and provincial officials be formed. The Planning Forum will be used for discussion and information flow to the various decision-making authorities.

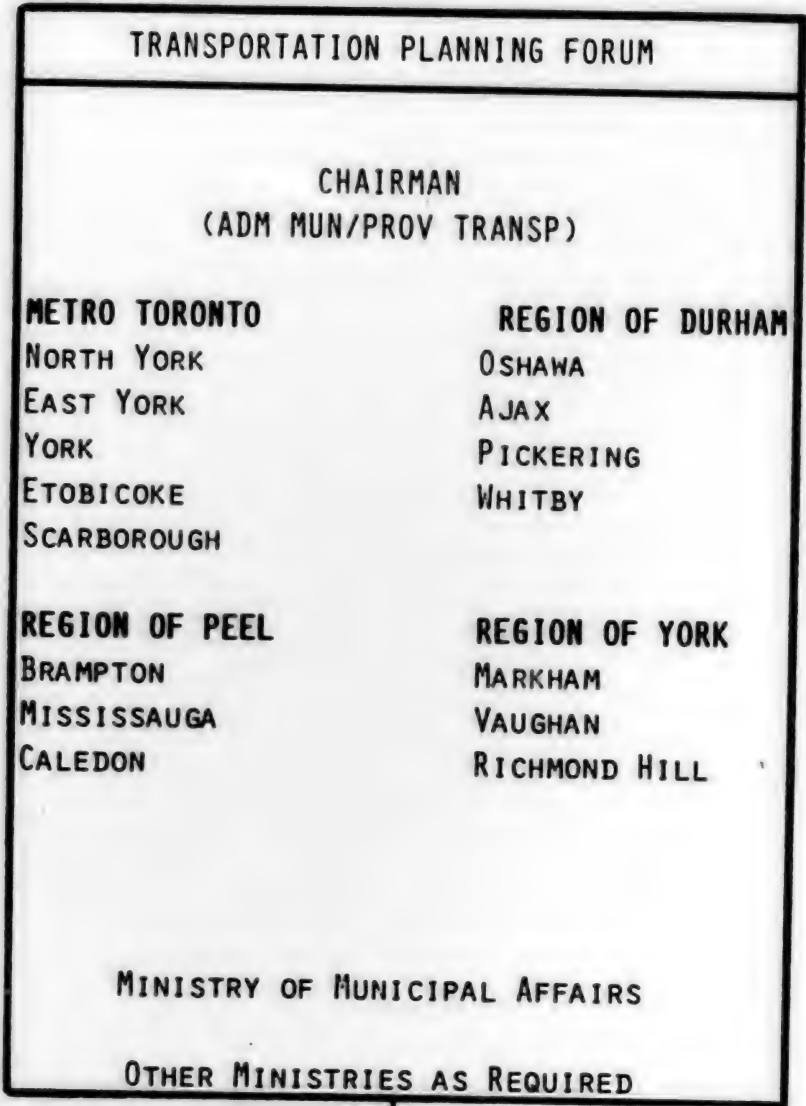
#### **Involvement**

The Planning Forum for the Greater Toronto Area transportation investment review will be an organization of senior level municipal and provincial staff from the municipalities of Metropolitan Toronto, the contiguous Regions and those area municipalities most affected by the various proposals. (see attached organization chart)

The municipal representatives will be appointed by their respective Councils, one representative per municipality, and the Chairman will be the Assistant Deputy Minister, Municipal/Provincial Transportation of M.T.C.

11/15/77  
MINISTER

MUNICIPAL COUNCILS



WORKING GROUPS

PROVINCIAL STAFF  
- GO TRANSIT  
- M.T.C.

MUNICIPAL STAFF  
- PLANNING  
- WORKS

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At the direction of and reporting to the Forum, Working Groups may be formed to review and discuss specific areas of interest. The Working Groups would comprise manager/director level staff of the Province and the municipalities who have a good knowledge of the transportation programs of the Ministry and their own municipalities.

Other technical support to the Forum and the Working Groups may be drawn as required from M.T.C. and the municipalities. This will be coordinated through the appointed Forum representatives and the M.T.C. Toronto Area Coordinating Office. The latter will also be responsible for coordinating the agenda and activities of the Planning Forum and the Working Groups.

The Ministry of Municipal Affairs will be invited to participate and other Ministries to observe.

The Forum will be expected to focus on a short term investment program to be developed over the period of three to four months. If successful, the Forum may be continued as an ongoing liaison mechanism.



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#### Scope of Forum Activities

The Forum will review current and possibly newly identified transportation proposals for implementation in the Greater Toronto Area.

As part of the review of the various proposals the Forum will consider the justification of need, the substance of the supporting studies, the appropriateness of the conclusions and the priorities recommended. Each proposal will also be reviewed in the context of broader system requirements for the G.T.A.

The agenda of the Forum meetings will be arranged to cover the information requirements of its members and to encourage mutual education on each others proposals.

The Forum will not make decisions to implement particular initiatives, nor will it always achieve consensus. It will serve as an opportunity for its members to become aware of a broader perspective on transportation considerations so that they, as individual members of Forum, can formulate advice to their Councils and to the Minister.

Where necessary, the Forum may recommend the commissioning of special studies to supplement the information already under review. Consultant advice may be sought if the work is not within the scope of Working Group capabilities.

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**Product**

Since a formal Forum position is not being sought, the product of the Forum deliberations will be the various briefing papers presented independently by the participating agencies or by the Working Groups.

Minutes of the Forum meetings will record the discussions.

FN/sr

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DEPUTY MINISTER'S COMMENTS

TRANSPORTATION PLANNING FORUM

VALHALLA INN - JULY 15, 1986

INTRODUCTION

THANK YOU GERRY . . . AND WELCOME LADIES AND GENTLEMEN TO THE FIRST SESSION OF THE GREATER TORONTO AREA TRANSPORTATION PLANNING FORUM. I'M SURE, AT ONE TIME, WE'VE ALL PARTICIPATED IN EFFORTS TO ADDRESS COMPLEX ISSUES INVOLVING MANY AUTHORITIES . . . SOMETIMES THESE EFFORTS ARE SUCCESSFUL. TOO OFTEN THEY ARE NOT.

IT IS OUR INTENTION TO MAKE THE GTA PLANNING FORUM SUCCESSFUL . . . THIS FORUM IS NOT ANOTHER STUDY . . . IT IS AN OPPORTUNITY TO FULLY AIR REGIONAL AND MUNICIPAL PRIORITIES, TO DISCUSS CURRENT PROPOSALS, AND TO INFLUENCE THE TRANSPORTATION INVESTMENT RECOMMENDATIONS WHICH MY MINISTER WILL TAKE TO CABINET THIS NOVEMBER.



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THERE ARE MANY EXISTING AND EMERGING TRANSPORTATION NEEDS IN THE GTA . . . AS EVIDENCED BY DELAYS IN THE MOVEMENT OF PEOPLE AND GOODS WHICH ARE BOTH FRUSTRATING AND ECONOMICALLY INEFFICIENT. IN RESPONSE TO THESE NEEDS, THERE ARE SEVERAL MAJOR PROPOSALS ON THE TABLE IN EACH OF THE MUNICIPAL ROADS AND TRANSIT, COMMUTER TRANSIT AND PROVINCIAL HIGHWAYS PROGRAMS THAT ARE FUNDED BY MTC.

CURRENTLY THE MINISTRY OF TRANSPORTATION AND COMMUNICATIONS SPENDS OVER \$500 MILLION ANNUALLY ON ROADS AND TRANSIT IN THE GTA. IF YOU TAKE THAT AMOUNT AND THEN CONSIDER THE PRICE TAG ON THE RANGE OF TRANSPORTATION PROPOSALS, IT LEADS US TO ONE OVERRIDING CONCLUSION . . . WE ARE GOING TO HAVE TO PLAN OUR TRANSPORTATION INVESTMENTS VERY CAREFULLY BECAUSE THERE JUST ISN'T ENOUGH FUNDING AVAILABLE TO MEET ALL THE STATED NEEDS IN THE PROPOSED TIME FRAMES.

IN ADDITION TO OUR COMING TO THAT CONCLUSION . . . THE TREASURER OF ONTARIO, IN HIS MOST RECENT BUDGET, ANNOUNCED THAT THE GOVERNMENT WOULD BE PUTTING INTO PLACE A NEW CAPITAL PLANNING PROCESS WHICH WILL REQUIRE CLOSER ANALYSIS AND LONGER TIME FRAMES THAN HAS HITHERTO BEEN THE CASE.

OUR MINISTRY WILL BE A MAJOR PLAYER IN THAT CAPITAL PLANNING EXERCISE . . . AND WE WILL HAVE TO DEVELOP VARIOUS INVESTMENT SCENARIOS FOR CABINET REVIEW. THIS PLANNING FORUM WILL ASSIST US IN PREPARING A RANGE OF INVESTMENT STRATEGIES AND IDENTIFYING THE BENEFITS ASSOCIATED WITH SPECIFIC OPTIONS.

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IMPROVED COMMUNICATIONS REPRESENTS ANOTHER MAJOR REASON FOR THESE MEETINGS . . . AS WE ATTEMPT TO ESTABLISH A FIRM BASIS OF UNDERSTANDING ON THE NEEDS OF THE RESPECTIVE MODES AND REGIONS.

#### ROLE AND PRODUCT

I WANT TO BE VERY CLEAR ON THE GOAL WHICH THE PROVINCIAL GOVERNMENT HOPES TO ACHIEVE IN CONJUNCTION WITH YOU, THE MUNICIPALITIES, OVER THE NEXT MONTHS. WE MUST STRIVE TO OBTAIN TRANSPORTATION INVESTMENT STRATEGIES FOR THE GREATER TORONTO AREA, WHICH:

- ADDRESS AN OVERALL REGIONAL DEVELOPMENT AND TRANSPORTATION PERSPECTIVE;
- CONSIDER THE ASPECTS OF AFFORDABILITY AND TIMING; AND
- PROVIDE FOR AN EQUITABLE DISTRIBUTION OF AVAILABLE FUNDS AND BENEFITS.

THE EQUITY ISSUE REFERS NOT ONLY TO THE DISTRIBUTION OF FUNDS AMONG MUNICIPALITIES ON A GEOGRAPHIC BASIS . . . BUT ALSO THE EQUITABLE CONSIDERATION OF PEOPLE AND GOODS MOVEMENT . . . IMMEDIATE VERSUS FUTURE NEEDS . . . AND THE BALANCE BETWEEN MODES.

I RECOGNIZE THE PROBLEMS WITH DEVELOPING A CONSENSUS IN THIS TYPE OF SITUATION. ULTIMATELY WE AT MTC WILL HAVE TO DETERMINE THE COMPOSITION OF FINAL INVESTMENT RECOMMENDATIONS AND RELATE PROVINCIAL FUNDING TO A REGIONAL PLANNING PERSPECTIVE. HOWEVER, YOUR COMMENTS AND SUGGESTIONS WILL BE VITAL IN ENSURING THAT ALL INTERESTS AND ISSUES ARE TAKEN INTO CONSIDERATION.

YOUR ROLE WILL BE TO IDENTIFY CONCERNS, PROBLEMS AND SOLUTIONS RELATING TO OUR TRANSPORTATION SYSTEM AND TO INDICATE THE PRIORITY YOU PLACE ON ANY PARTICULAR INITIATIVE. TO BE SUCCESSFUL, WE WILL NEED BOTH COOPERATION AND FLEXIBILITY. WHILE NO AGENCY WILL GET EVERYTHING IT WANTS . . . THERE SHOULD BE SOME NEW BENEFITS FOR EVERYONE.

RECOMMENDATIONS WILL BE TAKEN FORWARD TO CABINET BY THE MINISTER OF TRANSPORTATION AND COMMUNICATIONS FOR FINAL REVIEW AND APPROVAL.

#### TRANSPORTATION PROBLEMS

MOST OF US HAVE SOME SENSE OF THE GENERAL STATE OF TRANSPORTATION IN THE GTA. TRAVEL ACROSS METRO'S BOUNDARIES INCREASED 13% IN THE LAST TWO YEARS, AND VEHICLE TRIPS INTO DOWNTOWN TORONTO ROSE 12% BETWEEN 1982 AND 1984, THE LARGEST TWO YEAR INCREASE SINCE 1975.



17(u)

- 5 -

DELAYS AND CROWDING DURING RUSH HOURS ARE COMMONPLACE, AND THE PEAK TRAFFIC CONDITIONS ARE SPREADING THROUGHOUT THE DAY.

AS WELL, THE POPULATION AND LAND USE TRENDS ARE RELATIVELY CLEAR. WHILE THERE WILL ALWAYS BE HEALTHY COMPETITION FOR THE DISTRIBUTION OF FUTURE POPULATION AND EMPLOYMENT GROWTH . . . NEVERTHELESS, MAJOR PATTERNS ARE CLEAR AS ARE THE ASSOCIATED FUTURE TRANSPORTATION PRESSURES. THERE WILL BE STRONG TRAVEL GROWTH WITHIN THE REGIONS OF PEEL, YORK AND DURHAM AND ALONG AND ACROSS METRO'S BOUNDARY. THERE WILL BE GROWTH IN TRAVEL FROM HOMES IN THE SUBURBS TO JOBS IN THE METRO CBD AND THE GTA SUBCENTRES . . . AND AS THE REGIONAL CHAIRMEN RECENTLY SUGGESTED VERY FORCEFULLY TO THE TREASURER, THERE WILL BE A CONTINUING STRONG NEED FOR INVESTMENT IN PRESERVATION OF INFRASTRUCTURES AND EXISTING SYSTEMS.

#### NATURE OF SOLUTIONS

OUR SEARCH FOR THE BEST RESPONSES TO THESE TRANSPORTATION ISSUES AND TRENDS WILL LEAD US ALONG A NUMBER OF AVENUES:

FIRST . . . MAINTENANCE, MODIFICATION AND REHABILITATION OF OUR AGING ROAD AND TRANSIT SYSTEMS MUST FORM A SOLID BASE TO PRESERVE WHAT INFRASTRUCTURE WE HAVE IN PLACE AND KEEP IT OPERATING EFFECTIVELY. STRONG PROVINCIAL AND MUNICIPAL SUPPORT FOR NORMAL OPERATING AND MAINTENANCE PRIORITIES MUST NOT BE NEGLECTED.

SECOND. ADMINISTRATIVE AND EFFICIENCY IMPROVEMENTS CAN BE APPLIED TO REMOVE EXISTING JURISDICTIONAL BARRIERS AND GENERATE LOW COST IMPROVEMENTS. A HIGHER DEGREE OF TRANSIT INTEGRATION AND COORDINATION EFFORTS . . . SUCH AS THE MINISTRY'S REVIEW OF OUR CROSS-BOUNDARY SUBSIDY POLICY AND POSSIBLE FARE INTEGRATION BETWEEN GO TRANSIT AND TTC ARE EXAMPLES OF THIS TYPE OF APPROACH.

THIRD. CAPACITY IMPROVEMENTS TO ROAD AND TRANSIT LINKS IN BOTH THE MUNICIPAL AND PROVINCIAL SYSTEMS ARE VITAL IF THE DEMANDS FROM INCREASED GROWTH AND THE PROBLEMS OF CONGESTION ARE TO BE DEALT WITH IN AN EFFECTIVE MANNER. MANY OF THE CURRENT PROPOSALS . . . CERTAINLY THOSE WHICH REQUIRE A SIGNIFICANT CAPITAL EXPENDITURE, ARE IN THIS CATEGORY. FOR EXAMPLE:

1. NETWORK 2011. IF CARRIED OUT FULLY, WOULD REQUIRE \$100 MILLION PER YEAR FOR 28 YEARS
2. MISSISSAUGA BUSWAY - \$160 MILLION OVER 6 OR 7 YEARS
3. SELECTED EXPANSION OF THE GO TRANSIT SYSTEM TO MILTON AND THE TWO LAKESHORE EXTENSIONS TO BURLINGTON AND WHITBY IS BUDGETTED AT \$284 MILLION
4. HIGHWAY 407 WOULD REQUIRE \$25 - \$30 MILLION PER YEAR OVER 20 YEARS

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5. SELECTIVE EXPANSION OF THE MUNICIPAL ROADS SYSTEM AND THE PROVINCIAL HIGHWAY SYSTEMS - THERE ARE UNBUDGETTED NEEDS IN ALL REGIONS. AND OVERALL ROAD SERVICE CAN BE IMPROVED BY COMPLETING SOME OF THE MISSING LINKS TO PROVIDE CONTINUITY ON EXISTING MUNICIPAL ROADS AND PROVINCIAL HIGHWAYS

ALL OF THESE TYPES OF SOLUTIONS SHOULD BE REVIEWED TO OBTAIN AN APPROPRIATE MIX OF INVESTMENTS AND SPREAD OUR AVAILABLE RESOURCES TO EFFECTIVELY SUPPORT THE TRANSPORTATION SYSTEM OF THE REGION.

THE PLANNING FORUM SHOULD BE LOOKING AT THE UNFUNDED PROPOSALS FOR NEW FACILITIES . . . ACCELERATION OF PROJECTS WHICH ARE ALREADY PROGRAMMED . . . AND SHORT-TERM OPERATIONAL IMPROVEMENTS WHICH CAN BE IMPLEMENTED QUICKLY TO REDUCE CONGESTION AND IMPROVE THE MOVEMENT OF PEOPLE AND GOODS.

#### SUMMARY

DURING THE DELIBERATIONS TO COME, THERE ARE A NUMBER OF UNDERLYING REALITIES, WHICH WE MUST ALL KEEP IN MIND. FINANCIAL CONSTRAINTS AND COMPETITION ACROSS GOVERNMENT PROGRAMS WILL LIMIT THE FUNDS AVAILABLE, AND AS A RESULT:



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- DEMANDS WILL EXCEED AVAILABLE RESOURCES. THEREFORE PRIORITIES BECOME AN IMPORTANT INGREDIENT IN OUR DISCUSSIONS TO ENSURE THAT THE MOST CRITICAL PROBLEMS ARE ADDRESSED FIRST:
- TIMING FOR SOLUTIONS WILL AFFECT CASH FLOWS AND DETERMINE IMPLEMENTATION. SOME PROBLEMS WILL NEED A QUICK RESPONSE. WHILE OTHERS MAY BE STAGED OR APPROACHED INCREMENTALLY:
- WHATEVER DECISIONS WE COME TO ENDORSE, THERE WILL ALWAYS BE A DEGREE OF RISK AND AN ELEMENT OF UNCERTAINTY. WE MUST NOT LET THIS ASPECT DETER US FROM MAKING A CHOICE FROM AVAILABLE OPTIONS AND STRIVING FOR REALISTIC SOLUTIONS:
- PAROCHIAL APPROACHES WHICH CONSTRAIN OR LIMIT SOLUTIONS TO JURISDICTIONAL BOUNDARIES WILL NOT SOLVE OUR MAJOR TRANSPORTATION PROBLEMS.

#### CONCLUSION

- A BALANCED AND INTEGRATED TRANSPORTATION SYSTEM, WHICH RESPONDS TO DEMANDS AND PROVIDES A GOOD ELEMENT OF CHOICE FOR MOBILITY IS A VALID AND ACHIEVABLE GOAL FOR THE GTA.

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- IN MY VIEW, WE ALREADY HAVE AN EXCELLENT TRANSPORTATION SYSTEM . . . A GOOD BASE TO MAINTAIN AND EXPAND WHILE ENSURING THAT FUTURE INVESTMENT CONTINUES TO PROVIDE EFFECTIVE RETURNS.
  
- I WILL NOW ASK GERRY JOHNSTON TO DESCRIBE IN SOME DETAIL HOW THIS TASK WILL BE ACCOMPLISHED.

**TRANSPORTATION PLANNING FORUM**  
**JULY 15, 1986**  
**AGENDA**

<b>CHAIRMAN'S INTRODUCTIONS</b>	<b>— G.H. JOHNSTON</b>
<b>OPENING ADDRESS</b>	<b>— D.G. HOBBS</b>
<b>THE GTA REVIEW—ROLE OF THE FORUM</b>	<b>— G.H. JOHNSTON</b>
<b>DISCUSSION</b>	<b>— ALL</b>
<b>SUMMARY</b>	<b>— D.G. HOBBS</b>
<b>FORUM: TERMS OF REFERENCE</b>	<b>— G.H. JOHNSTON</b>
<b>INITIATIVES UNDER REVIEW</b>	<b>— F. NORMAN</b>
<b>DISCUSSION</b>	<b>— ALL</b>
<b>FORMAT, AGENDA SCHEDULE FUTURE MEETINGS</b>	<b>— ALL</b>

FORMAL

14(2)



**THE G.T.A. TRANSPORTATION REVIEW  
ROLE OF THE PLANNING FORUM**

**BY**

**G.H. JOHNSTON: ASSISTANT DEPUTY MINISTER  
MUNICIPAL—PROVINCIAL  
TRANSPORTATION**

141(a)

## **ESSENCE OF DEPUTY'S ADDRESS**

- GROWING INTER—REGIONAL TRANSP. CONCERNS**
- MANY PRIORITY INITIATIVES IN ALL PROGRAMS**
- DEMANDS EXCEED OUR RESOURCES**
- MUST CAREFULLY WEIGH INVESTMENT DECISIONS**
- PROVINCE MUST PROVIDE LEADERSHIP**
- MUST CONSULT WITH MUNICIPALITIES**

FORM 3

14(66)

## **EXPECTATIONS AND OBJECTIVES**

- JOINT CONSULTATION ON ALL SYSTEM IMPROVEMENT OPPORTUNITIES
- SET ASIDE JURISDICTIONAL & INSTITUTIONAL IMPEDIMENTS
- PLUG INTO POLITICAL DECISION MAKING PROCESS
- TEST IDEAS AGAINST POLITICAL REALITIES & CHANGES
- REVIEW INVESTMENT STRATEGIES FOR THE WHOLE REGION
- RECOMMEND AN IMPLEMENTATION PROGRAM
- ARRANGE FOR ONGOING MONITORING AND REVIEW



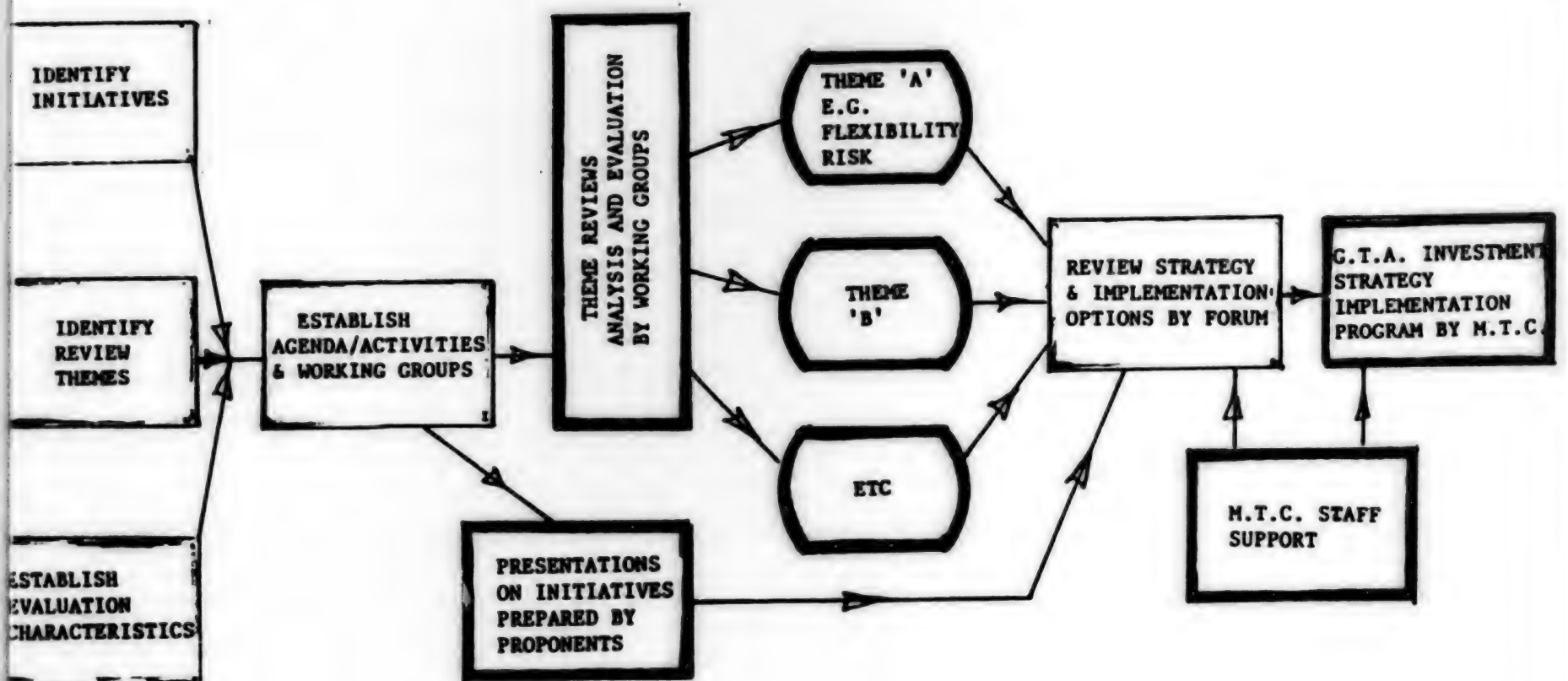
## **NATURE OF THE FORUM'S ACTIVITIES**

- A SERIES OF MEETINGS TO NOVEMBER 1986**
- AGENDA/PARTICIPATION TO BE ARRANGED TODAY**
- JOINT STAFF SUPPORT — NO FORMAL STUDIES**
- REVIEW OF MAJOR INITIATIVES IN FOUR PROGRAMS**
- ADVOCACY TO IMPROVE UNDERSTANDING**
- SERVE AS PIPELINE INTO THE POLITICAL FORUM**

PERALS

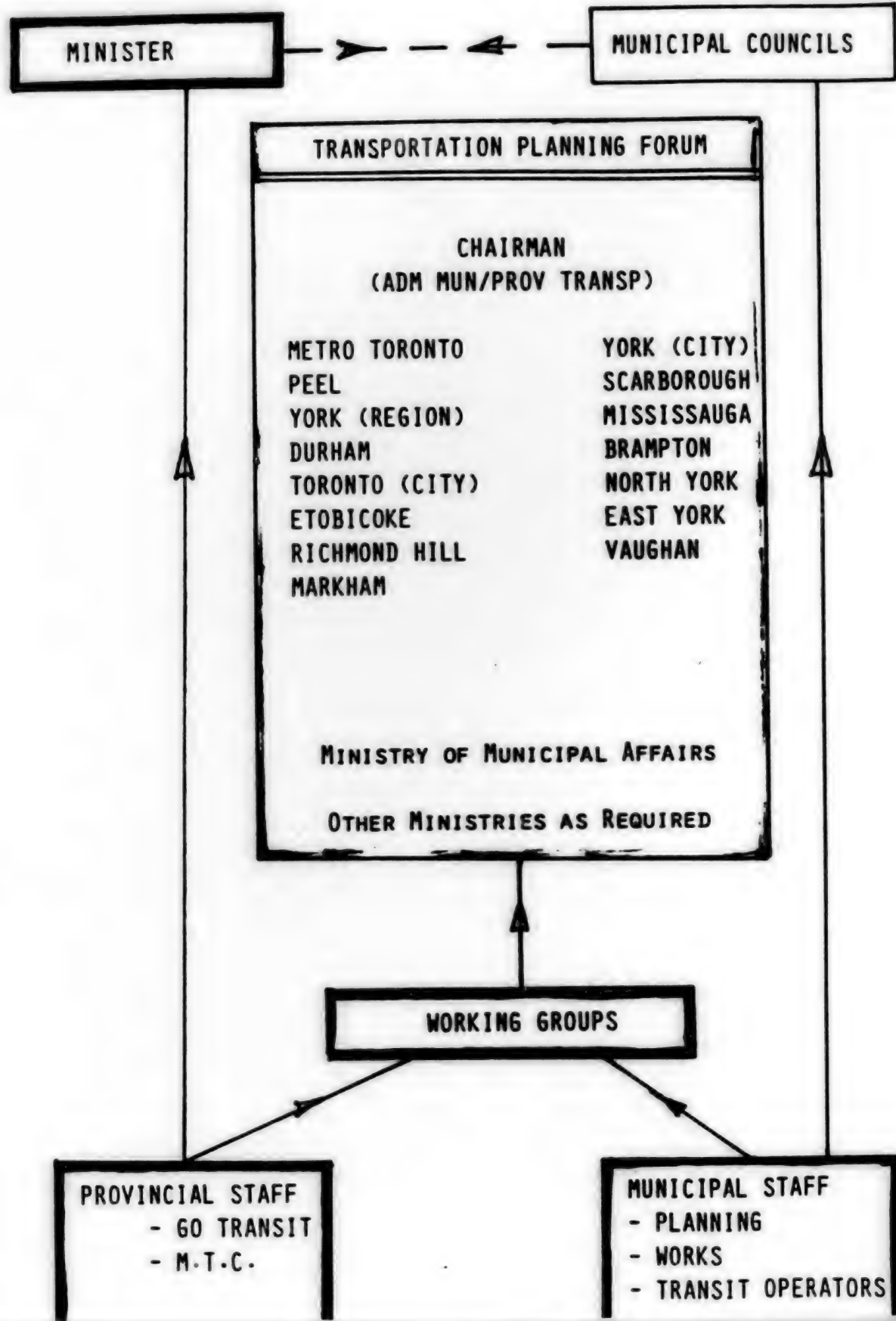
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G.T.A. TRANSPORTATION PLANNING FORUM - REVIEW PROCESS



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## **SCOPE OF FORUM'S REVIEW**

- ANY MAJOR CANDIDATE PROPOSAL
- UNDERSTANDING OF VALUE/URGENCY/TRADE-OFFS
- APPRECIATION OF RISKS AND CONSEQUENCES
- IDENTIFICATION OF INTERESTS AND POSITIONS

**THEN:**

- IDENTIFICATION & EVALUATION OF INVESTMENT STRATEGIES
- IDENTIFICATION & EVALUATION OF IMPLEMENTATION PROGRAMS

## **TO BE RESOLVED TODAY**

- TERMS OF REFERENCE FOR THE FORUM**
- WHAT INITIATIVES ARE ON THE TABLE**
- WHAT INFORMATION IS NEEDED**
- HOW WILL THE INFORMATION BE USED TO ACCOMPLISH OBJECTIVES**
- WHAT IS THE TYPICAL MEETING FORMAT**
- AGREEMENT ON PROCESS/INVOLVEMENT & NATURE OF PROGRAM**
- ANY OTHER ISSUES, E.G. SITE TOURS, PRESS INVOLVEMENT**
- LOCATION, DATES & AGENDA FOR FUTURE MEETINGS**

14(ii)

**PLANNING FORUM**

**PROPOSED SCHEDULE**

JULY 15

**FORUM MEETING**

**ESTABLISH**

- TERMS OF REFERENCE
- INITIATIVES/THEMES FOR REVIEW
- INFORMATION NEEDED
- WORKING GROUPS
- PROCESS/INVOLVEMENT/PRODUCT
- SCHEDULES AND AGENDAS

JULY 16-30

**WORKING GROUP MEETINGS**

- REVIEW EXISTING DATA & INFORMATION SOURCES
- DEVELOP SCOPE OF REVIEW
- IDENTIFY EXTRA INFORMATION NEEDS

EARLY AUGUST

**FORUM MEETING**

- REVIEW/REDIRECT/APPROVE SCOPE OF REVIEW

AUGUST-SEPTEMBER

**WORKING GROUP MEETINGS**

- ANALYSE THEME ASPECTS OF INITIATIVES
- EVALUATE INITIATIVES WITHIN THEME

SEPT - OCT -NOV

**FORUM MEETINGS**

- REVIEW INDIVIDUAL INITIATIVES
- REVIEW/REDIRECT WORKING GROUP PRODUCT
- REVIEW STRATEGY OPTIONS
- REVIEW ALTERNATIVE IMPLEMENTATION



**MEMORANDUM**File: 15 111 00006  
11 141 00045

17

To Chairman and Members of the

From Wm. P. Taylor, P.Eng.

Dept. Operations and Works Committee

5269

Dept. Engineering and Works

JUL 29 1986

F.05.04.04

REPORT REQUEST NO. 13-86

July 22, 1986

**SUBJECT:** Ecolad Street Litter Containers**ORIGIN:** Public Works Committee  
Request No. 13-86OPERATIONS/WORKS AUG 11 1986**COMMENTS:** As directed by the Public Works Committee, the Engineering and Works Department through the B.I.A. Co-Ordinator contacted the three Business Areas to receive their comments on Mr. Awads proposal.

The representatives of all three B.I.A.'s were followed up by Engineering and Works Department staff for their comments.

All representatives responded that they were not interested in the placement of the cast aluminum (Ecolad) containers on the streets within their respective business areas.

**RECOMMENDATIONS:** That Operations and Works Committee not accept Mr. Awads proposal to install Ecolad litter containers on City streets.

REV: jm

  
Wm. P. Taylor, P.Eng.  
Commissioner  
Engineering and Works



16(a)

MEMORANDUM

Our file : 11 141 00045  
12 241 86021  
12 241 87021

To Chairman & Members of

From W. P. Taylor, P. Eng.

Dept. Operations & Works

Dept. Engineering & Works Dept.

OPERATIONS/WORKS AUG 11 1986

July 3, 1986

SUBJECT: Improvements - Beechwood Avenue/Richie Crescent

ORIGIN: Request No. 145-86

COMMENTS: A petition dated May 28, 1986 was submitted to Council by the residents of Beechwood Avenue/Richie Crescent requesting upgrading of the existing road system.

Both Beechwood Ave./Richie Crescent are identified as a 'now need' in the Major Road Needs Study, 1985 Major Update but have not been scheduled into a construction year due to higher priority assignments of other local roads.

The Region of Peel is completing the replacement of new sanitary sewers, watermain and house connections on both Beechwood Avenue and Richie Crescent. The retrofit of the road surface in the Region's contract is identified as the replacement of disturbed trench with surface treatment.

The Engineering Department has negotiated a transfer of funds from the Region's Servicing Contract and will be placing a hot-mix asphalt base on both road allowances. Next year, a hot-mix asphalt surface will be applied as part of the Resurfacing Contract to complete the last phase of improvement works in the area.

- RECOMMENDATIONS:
1. That the Hot-Mix Base Course Asphalt (HL-6) be applied to Beechwood Avenue/Richie Avenue as part of the 1986 Asphalt Resurfacing Contract with funding derived from the Region's restoration item (\$15,000.00) of their Servicing Contract and that both streets be included in the 1987 Asphalt Resurfacing Contract for Top Course Asphalt installation (HL-3).
  3. That Mr. Les Pejsa of 953 Beechwood Avenue be informed of the upgrading and improvement works to be implemented in the 1986 and 1987 Asphalt Resurfacing Programmes.

BES:sa  
9999E/

AA

*William P. Taylor*  
W. P. Taylor, P. Eng.  
Commissioner,  
Engineering & Works Dept.

1511



**Z-6**

LAKE ONTARIO

**Z-7**



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1986

F.03.02 Mississauga 05/28/86

E.A. DATE JUN 09 1986

Dear Mrs. Mayor!

Attached please find the original and a copy of a petition, signed by residents of Beechwood Avenue and Richie crescent in Mississauga.

Our streets and back of our properties had been excavated and worked on numerous times in past few years. In the present time our streets are being worked on again for installation of new sewer line and new water line. We had been informed, that after completion of this work our streets will be paved (possibly with hot asphalt). We were also informed, that no additional improvements are possible for lack of money.

There are steep ditches along the road, which are very difficult to mow, specially for number of senior citizens, living on our streets.

We would like to see additional improvements, like installation of storm sewers, street curbs and proper pavement.

I am sure, if there is a smallest possibility, our request will be considered and answer from your office will come as soon as possible.

Sincerely Yours:

Copy to:  
Mr. Harold Kennedy

Les PEJSA .  
953 Beechwood Ave.  
Mississauga Ontario  
L5G 4E3

approved:  
H6 signatures

16(d)

To whom it may concern:

Here undersigned residents of Beechwood Ave. and Ritchie Cr. of Mississauga, Ontario wish to submit a petition regarding renovation of the above named streets. At the present time both of these streets had to be excavated due to installation of new sanitary sewers and water main line. We had been informed that upon completion of the said works these streets will be paved with no additional renovation done. We would like to see installation of storm sewers and the street curbs while the streets are already under construction. Please kindly consider these requests and let us know of whether this additional improvement can be realized.

Sincerely Yours

Les Pejsa  
953 Beechwood Ave.  
Mississauga, Ontario  
L5G 4E3

over please:

1612

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17	WILLIAM TAYLOR	954 BEECHWOOD AVE. MISSISSAUGA	
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52	WILLIAM TAYLOR	954 BEECHWOOD AVE. MISSISSAUGA	
53	WILLIAM TAYLOR	954 BEECHWOOD AVE. MISSISSAUGA	



**MEMORANDUM**Our file : 11 141 00045  
12 241 86021

11(a)

To	Chairman & Members of	4734	From	W. P. Taylor, P. Eng.
Dept.	Operations & Works	DATE JUL 8 1986	Dept.	Engineering & Works Dept.
		FILE NO. K0301		
		RECEIVED DEPARTMENT	July 3, 1986	

**SUBJECT:** 1986 Asphalt Resurfacing Contract**ORIGIN:** Request No. 165-86

OPERATIONS/WORKS AUG 11 1986

**COMMENTS:**

During open discussion at the June 9, 1986 Council Session, a request was put forth by Councillor P. Mullin requesting further clarification regarding funding of the Asphalt Resurfacing Contract and the apparent surplus of funds.

Councillor Mullin enquired if the difference in the amount tendered and the estimate for this contract would be applied to other streets in the City.

Council reviewed the 1986 Asphalt Resurfacing Programme during budget review and approved a gross contract expenditure of \$1,462,900.00. This figure includes the contract costs provided by the low tenderer, Ontario Paving Co. Ltd. in the amount of \$1,344,670.00 plus a further \$70,000.00 assigned to surface treat various lines which display severe distress in their running surface (i.e. Ninth Line, etc.).

During the execution of the Asphalt Resurfacing Contract, the actual quantity of work to retrofit the road system in relationship to that detailed in the original estimate is dependant on the field conditions encountered. It is quite normal to expect some variation in the final charges applied to the overall contract.

The 1986 Asphalt Resurfacing Programme and the funding will be totally utilized in the current year. A subsequent financial update will be presented with possible further roads being introduced or the programme held or reduced to hold to the budget figure. The 1986 Asphalt Resurfacing Contract budget is outlined as follows:

..... continued .....

Page 2

To : Chairman and Members of  
Operations & Works

Comments(cont.): Asphalt Resurfacing (Budget) \$1,462,900.00  
(Contract) \$1,344,670.00

Difference \$118,230.00

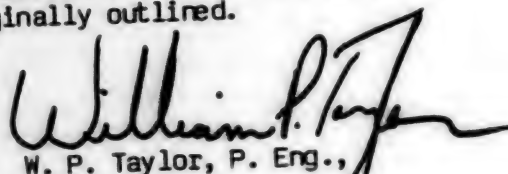
Surface Treated Lines \$ 60,000.00

Variance to accommodate  
actual field conditions \$ 58,230.00

within 4.3% of the original amount

RECOMMENDATION:

That the report prepared by the Commissioner of Engineering & Works dated June 30, 1986 regarding the 1986, Asphalt Resurfacing Contract be received and that the programme remain firm to that originally outlined.

  
W. P. Taylor, P. Eng.,  
Commissioner,  
Engineering & Works Dept.

BES:sa  
333E:22E



**MEMORANDUM**

Our file : 11 122 84016  
12 241 86021  
16 111 85201

10

To Chairman & Members of  
Dept. Operations & Works Committee

From W. P. Taylor, P. Eng.  
Dept. Engineering & Works

AUG 11 1986

OPERATIONS/WORKS

July 31, 1986

5491

AUG 5 1986

02/7/84  
K.03.01

SUBJECT: Credit Valley Fruit Market & the Dundas Street  
Resurfacing Project

ORIGIN: Rezoning Application 02/7/84  
(Credit Valley Fruit Market)  
Pt. Lot 7, Range 1, S.D.S.  
1212 Dundas Street West

COMMENTS: In the original rezoning comments by the Engineering Department  
(January 1985), the road improvements for Dundas Street West to  
provide for left turn lane as required by the above rezoning, was  
estimated to be \$49,890.00.

Based on the site area of 0.55 Ha, an amount of \$12,032.67 was  
received as a Major Road Improvement Levy and coupled with a cash  
contribution of \$37,857.33, the total payment for the Dundas  
Street works was accommodated by the Credit Valley Fruit Market.

The road works on Dundas Street West have been included in our  
Asphalt Resurfacing Contract (12 241 86021) and will commence  
shortly.

In this regard, the levy amount of \$12,032.67 is required to  
accommodate the above noted widening works on Dundas Street in  
front of the market.

- RECOMMENDATION: 1. That Council approval be given for an amount of \$12,032.67  
to be transferred from the Major Road Improvement Levy  
Account to the 1986 Asphalt Resurfacing Contract  
(12 241 86021) for the left turn lane and widening  
improvements on Dundas Street West in front of the Credit  
Valley Fruit Market.
2. That a necessary by-law be enacted to permit this transfer  
of funds.

*William P. Taylor*  
W. P. Taylor, P. Eng.  
Commissioner,  
Engineering & Works Dept.

AA/

BES:sa  
333E/22E





14(a)

# CITY OF MISSISSAUGA

## MEMORANDUM

FILE: 12 241 87021  
11 321 87001  
16 111 86114  
16 111 87114

To Chairman & Members of  
Operations and Works Committee  
Dept. \_\_\_\_\_

From Wm. P. Taylor, P.Eng.  
Dept. Commissioner, Engineering

July 10, 1986

AUG 11 1986

### OPERATIONS/WORKS

SUBJECT: Reconstruction and sidewalk installation on Trotwood Avenue from Orano Avenue to the South Service Road.

ORIGIN: Request for Report No. 50-86.

COMMENT: A petition was submitted to Council by the area residents fronting on Trotwood Avenue requesting consideration for:

- (A) The installation of a concrete sidewalk on both sides of the roadway and,
- (B) The reconstruction of Trotwood Avenue to a curb and gutter road section including storm sewers, streetlight update and the elimination of side ditches.

Trotwood Avenue is identified in the City of Mississauga "Road Needs Study, Major Update - 1985". The road is classified as a "1 to 5 year need", Priority No. 10 and, as a result, bears a low overall rating when compared to the numerous "Now Need" road systems within the City boundaries.

Trotwood Avenue will be considered as a potential candidate for upgrading in one of the 1987 Current Programmes during the fall review. Trotwood Avenue is not in the present ten (10) year capital forecast and based on the findings of a recent site inspection, should not be slated as a complete reconstruction programme.

The Engineering Department has prepared a 'sidewalk data sheet' with all pertinent information noted therein, and requested inclusion and consideration by Traffic Safety Council. Should approval be received from Traffic Safety Council, the walk will be included as part of the 1987 Sidewalk Construction Programme - Local Street Category.

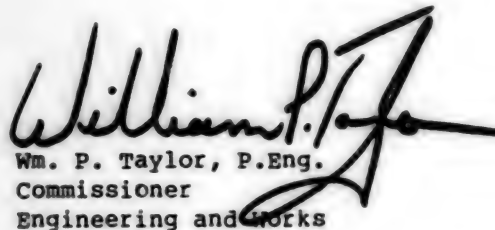
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RECOMMENDATIONS:

- 1) That Council not consider Trotwood Avenue from Orano Avenue to the South Service Road as a candidate for full reconstruction due to the low overall priority of this road as identified in the 1985 Road Needs Study;
- 2) That consideration be given to include Trotwood Avenue from Orano Avenue to the South Service Road as a possible project in one of the 1987 Current Budget Programmes.
- 3) That upon receipt of Traffic Safety Council approval, a concrete safety walk be installed on one side of Trotwood Avenue from Orano Avenue to the South Service Road as part of the 1987 Concrete Sidewalk Programme.
- 4) That Mr. & Mrs. V. Valentino of 1335 Trotwood Avenue, Mississauga, Ontario, L5G 3Z6 be informed of the Council recommendations.

HA

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Wm. P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

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we the undersigned, all residents of Trotwood Avenue, Mississauga  
petition the City of Mississauga to upgrade our street. The  
street has direct access to Lyndwood Public School and St. Dominic  
separate school. We would like to see sidewalks for our children  
to walk to school, curbs and the ditches removed. Work is being  
planned for Kenmuir Avenue and surveying has been done, we would  
like the same for Trotwood Avenue. It is time that our tax  
dollars are spent on our own street.

NAME \_\_\_\_\_

**ADDRESS**

*[Handwritten names:]*  
Steven & Marylaine Jones  
...  
E. Berne  
Glenn Page  
*[Signature]*  
...  
P. Dunn  
...  
A. ...  
B. ...  
The Shores  
...  
Paul Christensen  
Ved ...  
...  
B.M.Coy

*[Stamp:]*  
MAR 3 1986  
J.O.S-95045

*[List of addresses:]*  
1335 TREWOOD AVE.  
1387 TREWOOD AVE  
1354 TREWOOD AVE  
1345 TREWOOD AVE  
1316 TREWOOD AVE  
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1371 TREWOOD AVE  
1372 TREWOOD AVE  
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1381 TREWOOD AVE  
1382 TREWOOD AVE  
1386 TREWOOD AVE  
1341 TREWOOD AVE

14(e)

petition the City of Mississauga to upgrade our street. The street has direct access to Lyndwood Public School and St. Dom's separate school. We would like to see sidewalks for our children to walk to school, curbs and the ditches removed. Work is being planned for Kenmuir Avenue and surveying has been done, we would like the same for Trotwood Avenue. It is time that our tax dollars are spent on our own street.

NAME	ADDRESS
John Selezewski	1407 TROTWOOD AVE
Bob Hornick	1411 Trotwood Ave
V. R. FLEET	1415 Trotwood Ave
M. J. Smith	1427 Trotwood Ave
H. Bell	1431 Trotwood
M. Allen	1463 TROTWOOD AVE.
John Decker	1467 Trotwood Ave
Ann, Mary Armstrong	1493 Trotwood Ave
W. J. FLEET	1498 Trotwood
Tom & Wendy	1487 Trotwood
John	1499 TROTWOOD
John	1537 Trotwood
John	1545 Trotwood
John	1555 Trotwood
John	1569 Trotwood Ave
John	1571 Trotwood Ave
John	1579 TROTWOOD AVE
John	1585 Trotwood Ave
John	1593 Trotwood Ave
John	1607 Trotwood
John	1611 Trotwood Ave
John	1615 Trotwood Ave
John	1625 Trotwood
John	1629 TROTWOOD
John	1635 Trotwood
John	1641 Trotwood
John	1645 TROTWOOD

petition the City of Mississauga to upgrade our street. The street has direct access to Lyndwood Public School and St. Dominic separate school. We would like to see sidewalks for our children to walk to school, curbs and the ditches removed. Work is being planned for Kenmuir Avenue and surveying has been done, we would like the same for Trotwood Avenue. It is time that our tax dollars are spent on our own street.

NAME	ADDRESS
W. J. ...	1636 Trotwood ave.
E. L. ...	1630 Trotwood
...	...
...	1610 TROTWOOD
K. W. NOEL	1594. ROLWOOD AVE.
...	1586 Trotwood Ave.
...	1582 Trotwood Ave
...	1578 Trotwood Ave
...	1572 Trotwood Ave
...	1558 Trotwood Ave
...	1548 Trotwood Ave
...	1540 Trotwood Ave
...	1534 Trotwood Ave
...	1524 Trotwood Ave
...	1520 Trotwood Ave
R. SHARPE	1504 Trotwood Ave
...	1510 Trotwood Ave
...	1520 Trotwood Ave
...	1517 TROTWOOD
...	1490 TROTWOOD AVE
...	1482 Trotwood Ave
...	1482 TROTWOOD AVE
...	1476 TROTWOOD
H. Thompson	1476 Trotwood Ave,
A. Thompson	



1919

petition the City of Mississauga to upgrade our street. The street has direct access to Lyndwood Public School and St. Dom's separate school. We would like to see sidewalks for our children to walk to school, curbs and the ditches removed. Work is being planned for Kenmuir Avenue and surveying has been done, we would like the same for Trotwood Avenue. It is time that our tax dollars are spent on our own street.

NAME	ADDRESS
FRANK BAKSHI	1402 Trotwood Ave.
PETER QUATTROCIORCHI	1432 Trotwood
John T. St.	1402 Trotwood
John A. B. B. B.	1402 Trotwood
John A. B. B. B.	1324 Trotwood
John A. B. B. B.	1511 Trotwood
John A. B. B. B.	1507 Trotwood Ave.
John A. B. B. B.	1590 Trotwood Ave.
John A. B. B. B.	1606 Trotwood Ave.
John A. B. B. B.	1375 Trotwood Ave.
John A. B. B. B.	1426 Trotwood Ave.
John A. B. B. B.	155 Trotwood Ave.

NOTE

92.3% IN FAVOUR OF UPGRADE



City of Mississauga

MEMORANDUM

File: 11 141 00045  
11 161 00011  
17 111 85184

*211*

To Chairman and Members of

From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee.

Dept. Engineering and Works Dept.

June 25, 1986.

OPERATIONS/WORKS AUG 1 1986

SUBJECT: Reconstruction of Mill Street - P.N. 85184.

SOURCE: Engineering and Works Department.

COMMENTS: Mill Street is scheduled for reconstruction during this summer season, and as part of the project, the road will be closed at Main Street, and a cul-de-sac constructed at this location.

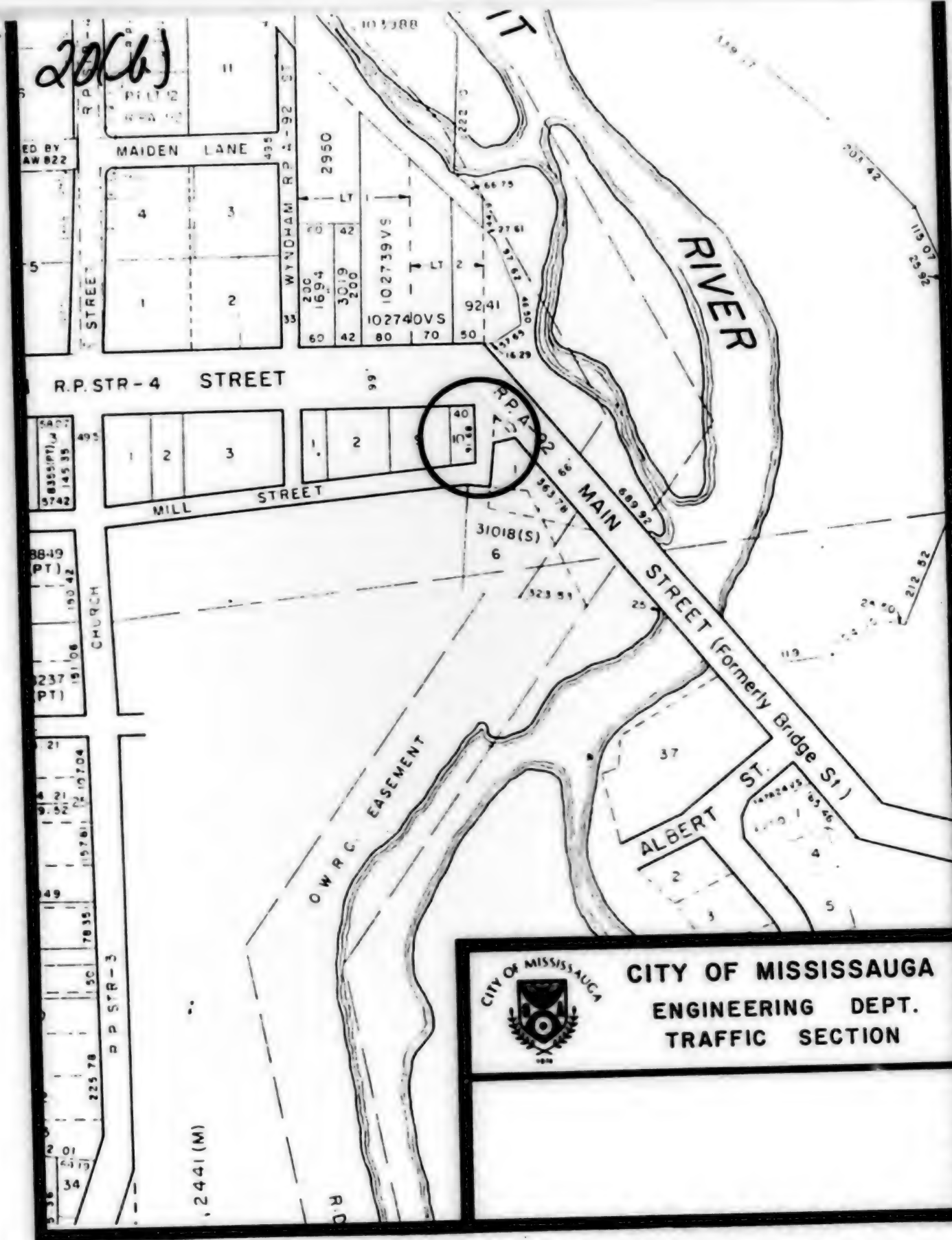
In conjunction with the reconstruction, the existing one-way designation will require removal, permitting the movement of two-way traffic. Also, in view of the sub-standard right-of-way and 22 foot road section, the area residents have requested the prohibiting of parking on one side of Mill Street.

This department has reviewed Mill Street with respect to parking and would recommend prohibiting the north side between Church Street and the east limit of the road, since there appears to be less available on-street parking space on this side of the street and poor sight lines.

- RECOMMENDATIONS:
1. That a by-law be passed authorizing the removal of the one-way designation on Mill Street.
  2. That a by-law be passed authorizing the prohibiting of parking on the north side of Mill Street between Church Street and the east limit of the road.
  3. That a by-law be passed authorizing the closure of Mill Street where it intersects with Main Street.

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

SB/dab  
0487E  
Attach.







# CITY OF MISSISSAUGA

## MEMORANDUM

FILE: 13 211 00028  
11 141 00045

To Chairman and Members of

From William P. Taylor, P.Eng.

Dept. Operations and Works Committee

Dept. Engineering and Works Dept.

July 4, 1986

AUG 11 1986

### OPERATIONS/WORKS

SUBJECT: Reduction of speed limit on Hurontario Street between Highway 403 and Eglinton Avenue.

SOURCE: Request from the Operations and Works Committee Meeting of June 11, 1986.

COMMENTS: The Engineering Department has investigated the feasibility of reducing the existing 80 km/h speed limit on Hurontario Street from Highway 403 to Eglinton Avenue to 60 km/h.

Vehicle speed studies were conducted and the results are as follows:

Southbound a.m.	85thile - 79.5 km/h
Southbound p.m.	85thile - 80.2 km/h
Northbound a.m.	85thile - 72.9 km/h
Northbound p.m.	Saturated

The 85th percentile is generally referred to as the critical speed, and drivers exceeding the 85th percentile speed are considered to be driving faster than is safe under existing conditions. We can therefore say that from the results of this study motorists are travelling at a speed with which they feel comfortable under existing conditions, therefore a reduction in speed is not required at this time.

These speed studies were, however, completed prior to the installation of the traffic signals at the intersection of Hurontario Street and Kingsbridge Garden Circle. In this regard, once motorists adapt to this change, this Department will again monitor vehicle speeds on Hurontario Street.

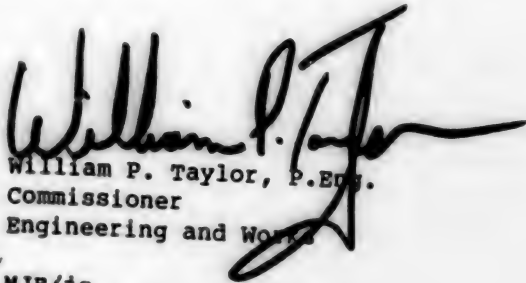
...2/


2(16)

- 2 -

RECOMMENDATIONS:

1. That the speed limit on Hurontario Street between Eglinton Avenue and Highway 403 remain at the posted speed of 80 km/h.
2. That the Engineering Department continue to monitor vehicle speeds on this section of Hurontario Street.

  
William P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

 MJF/jc  
0491E/18-19



City of Mississauga

MEMORANDUM

FILE: 13 211 00020  
11 161 00011  
11 141 00045

22(a)

To: Chairman and Members of  
Operations and Works  
Dept.

From: William P. Taylor, P.Eng.  
Engineering and Works  
Dept.

OPERATIONS/WORKS AUG 11 1986 July 11, 1986

SUBJECT: Parking Congestion; Lednier Terrace.

SOURCE: Vince Torrieri, 3199 Lednier Terrace, Mississauga,  
Ontario. (270-5856)

COMMENTS: The Engineering Department has been contacted by Mr.  
Torrieri requesting that 'no parking anytime' signs be  
posted on the inside of Lednier Terrace.


5092  
JUL 21 1986  
Fob. 0402


Mr. Torrieri is concerned with the potential for  
vehicle/pedestrian conflict due to the large amount of  
on-street parking. Conditions are worse during winter  
months when travelling around the crescent is often  
very difficult due to the snow banks and parked  
vehicles.

The Engineering Department will support a parking  
prohibition on the inside of the crescent in an effort  
to reduce congestion. We realize that this will  
greatly reduce the number of on-street parking spaces,  
however, it is our opinion that every house on Lednier  
Terrace has over 200% on-site parking available and,  
it is only through convenience that excessive parking  
is occurring on the street.

RECOMMENDATIONS:

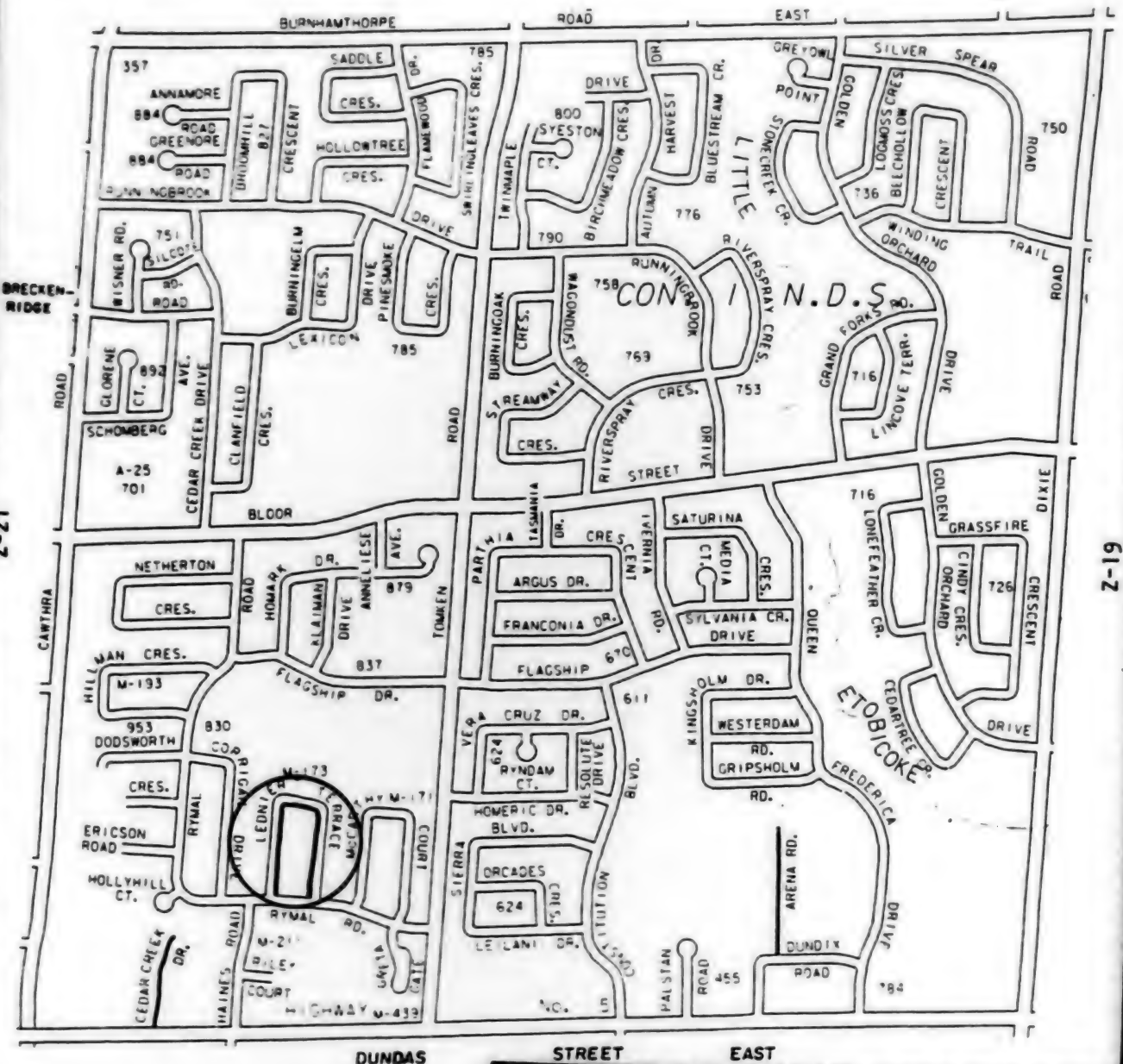
That a By-law be enacted to prohibit parking on the  
inside of Lednier Terrace.

  
William P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

  
MJP/jc  
0491E/26



22(a)



CITY OF MISSISSAUGA  
ENGINEERING DEPT.  
TRAFFIC SECTION

○ LEDNIER TERRACE  
PARKING PROHIBITION



**City of Mississauga**  
**MEMORANDUM**

File: 11 141 00045  
11 161 00011

23

To: Chairman and Members of  
Operations and Works Committee.  
Dept. \_\_\_\_\_

From: William P. Taylor, P.Eng.,  
Engineering and Works Dept.  
Dept. \_\_\_\_\_

July 14, 1986.

OPERATIONS/WORKS **AUG 11 1986**

SUBJECT: Through Highway Designations.

SOURCE: Engineering and Works Department.

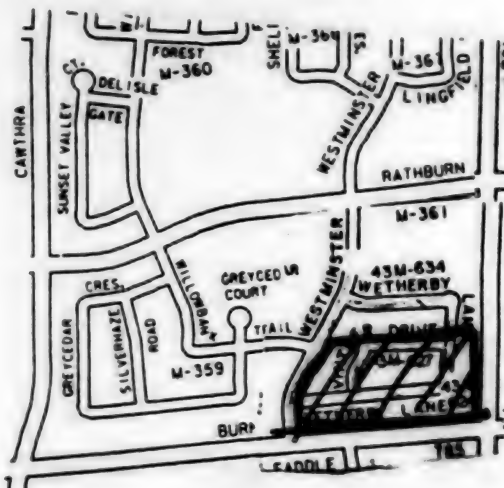
COMMENTS: The attached draft by-law has been prepared to incorporate into Schedule 10 of By-Law 444-79, as amended, a revised through highway designation within plans 43M624 and 43M627.

This is necessary to establish stop controls within the above noted plan(s).

RECOMMENDATION: That the attached draft by-law amending By-Law 444-79, as amended, be approved.

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.  
DTJ/dab  
0487E

5091  
JUL 21 1986  
F.06.04.01





24

# City of Mississauga

## MEMORANDUM

File: 11 141 00045  
11 161 00011

5090

To: Chairman and Members of  
Operations and Works Committee.  
Dept.

JUL 21 1986

William P. Taylor, P.Eng.,

Engineering and Works Dept.

F.06.01.01

July 14, 1986.

OPERATIONS/WORKS AUG 11 1986

SUBJECT: Through Highway Designations.

SOURCE: Engineering and Works Department.

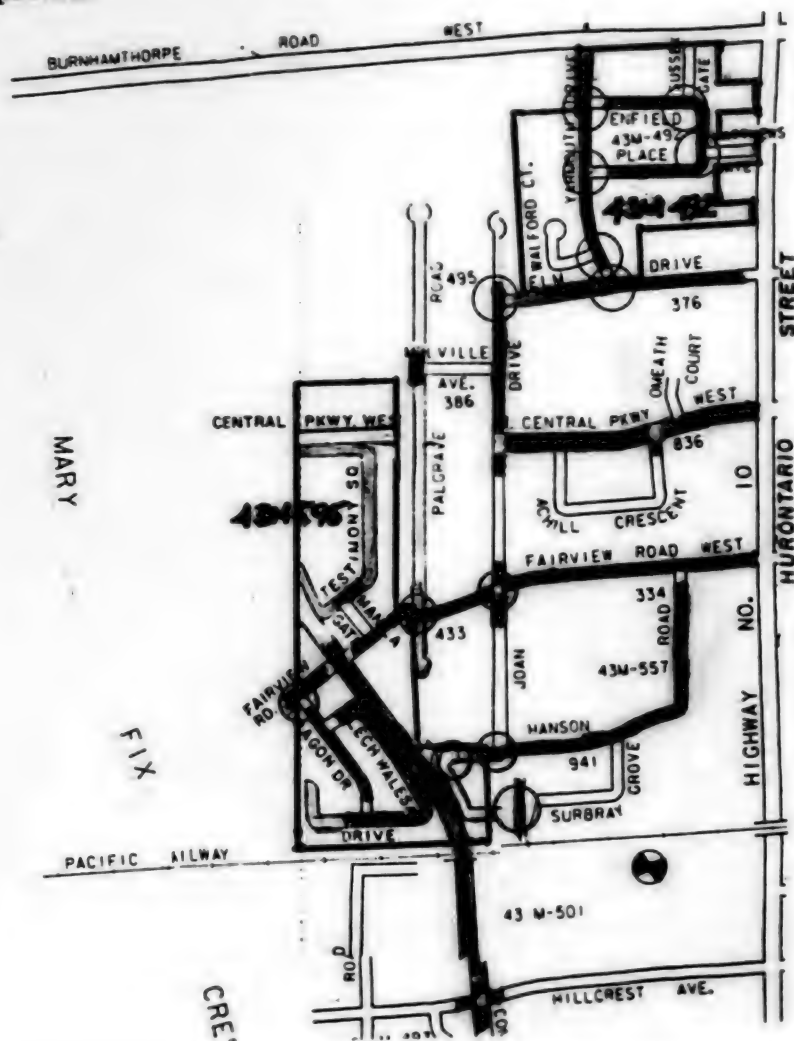
COMMENTS: The attached draft by-law has been prepared to incorporate into Schedule 10 of By-Law 444-79, as amended, a revised through highway designation within plan 43M492 and 43M595.

This is necessary to establish stop controls within the above noted plan(s).

RECOMMENDATION: That the attached draft by-law amending By-Law 444-79, as amended, be approved.

*W. P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

JJ/dab  
0487E







# CITY OF MISSISSAUGA

## MEMORANDUM

File: 11 141 00045  
11 161 00011

To: Chairman and Members of  
Operations and Works Committee.

From: William P. Taylor, P.Eng.,  
Engineering and Works Dept.

July 14, 1986.

SUBJECT: Through Highway Designations.

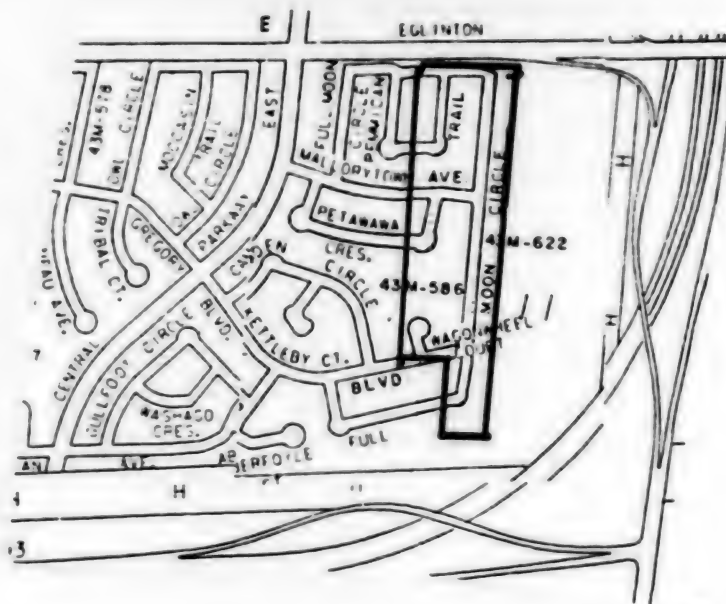
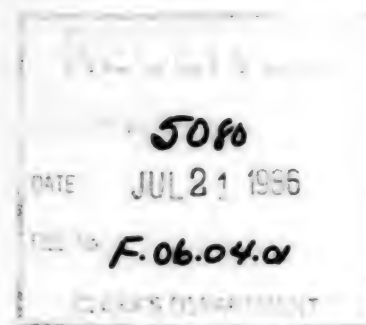
SOURCE: Engineering and Works Department.

COMMENTS: The attached draft by-law has been prepared to incorporate into Schedule 10 of By-Law 444-79, as amended, a revised through highway designation within plan 43M622.

This is necessary to establish stop controls within the above noted plan(s).

RECOMMENDATION: That the attached draft by-law amending By-Law 444-79, as amended, be approved.

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.  
DTJ/dab  
0487E





26

**MEMORANDUM**

File: 11 141 00045  
11 161 00011

To: Chairman and Members of  
Dept. Operations and Works Committee.  
From: William P. Taylor, P.Eng.,  
Dept. Engineering and Works Dept.  
JUL 21 1986

July 14, 1986.

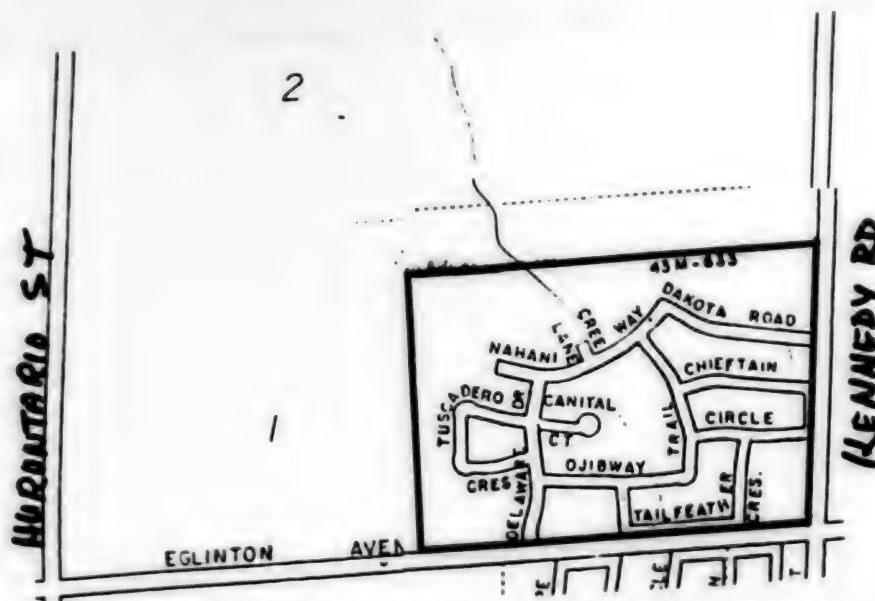
F.06 04.01

AUG 11 1986

SUBJECT: Through Highway Designations.  
SOURCE: Engineering and Works Department.  
COMMENTS: The attached draft by-law has been prepared to incorporate into Schedule 10 of By-Law 444-79, as amended, a revised through highway designation within plan 43M633.  
This is necessary to establish stop controls within the above noted plan.  
RECOMMENDATION: That the attached draft by-law amending By-Law 444-79, as amended, be approved.

William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

DTJ/dab  
0487E





# MEMORANDUM

File: 11 141 00045  
11 161 00011  
13 211 00058

21

To: Chairman and Members of  
Operations and Works Committee.  
Dept.

From: William P. Taylor, P.Eng.,  
Engineering and Works Dept.  
Dept.

July 21, 1986.

OPERATIONS/WORKS **AUG 11 1986**

**AUG 5 1986**

SUBJECT: Through Highway Designations.

SOURCE: Engineering and Works Department.

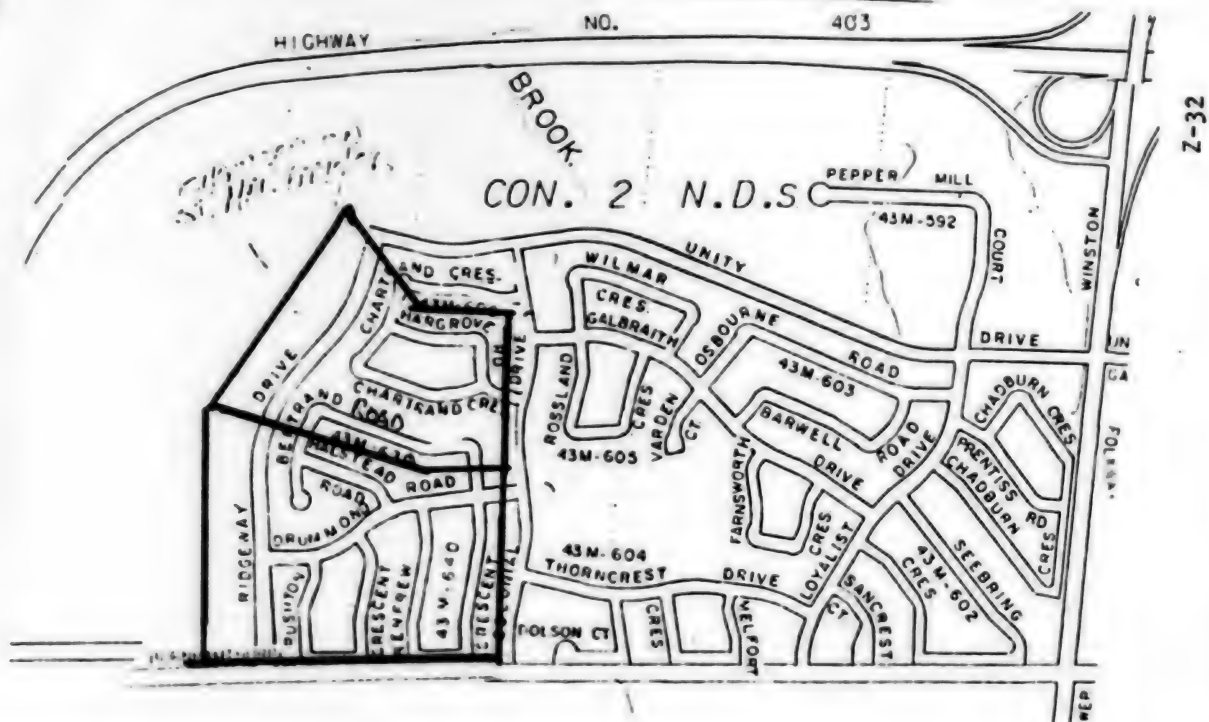
COMMENTS: The attached draft by-law has been prepared to incorporate into Schedule 10 of By-Law 444-79, as amended, a revised through highway designation within plans 43M639 and 43M640.

This is necessary to establish stop controls within the above noted plan.

RECOMMENDATION: That a by-law be passed to authorize the designation of through highways in plan 43M639.

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

*W*  
WPD/dab  
0487E







# MEMORANDUM

File: 11 141 00045  
11 161 00011  
13 211 00031

To Chairman and Members of  
Operations and Works Committee.

From William P. Taylor, P.Eng.,  
Dept. Engineering and Works Dept.

July 21, 1986.

OPERATIONS/WORKS AUG 11 1986

3307

JUL 29 1986

F.06.0401

SUBJECT: Through Highway Designations.

SOURCE: Engineering and Works Department.

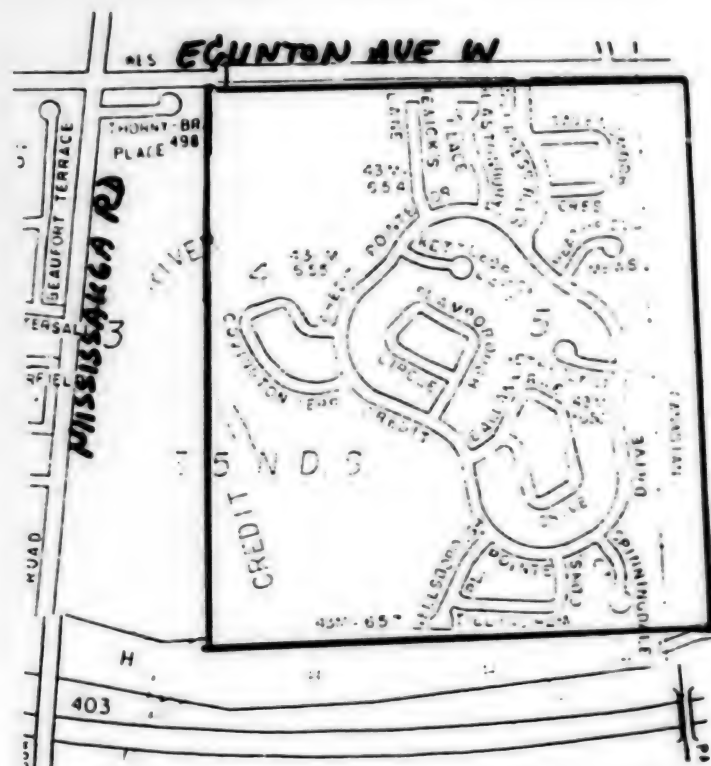
COMMENTS: The attached draft by-law has been prepared to incorporate into Schedule 10 of By-Law 444-79, as amended, a revised through highway designation within plans 43M654, 43M655, 43M656 and 43M657.

This is necessary to establish stop controls within the above noted plans.

RECOMMENDATION: That a by-law be passed to authorize the designation of through highways in plan 43M654, 43M655, 43M656 and 43M657.

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

WU/dab  
0487E





# MEMORANDUM

File: 11 141 00045  
11 161 00011  
13 211 00043

27

To Chairman and Members of  
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,  
Dept. Engineering and Works Dept.

July 21, 1986.

OPERATIONS/WORKS **AUG 11 1986**

5308

JUL 29 1986

F.06.04.01

SUBJECT: Through Highway Designations.  
SOURCE: Engineering and Works Department.

COMMENTS: The attached draft by-law has been prepared to incorporate into Schedule 10 of By-Law 444-79, as amended, a revised through highway designation within plan 43M664.

This is necessary to establish stop controls within the above noted plan.

RECOMMENDATION: That a by-law be passed to authorize the designation of through highways in plan 43M664.

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department

WJ/dab  
0487E





30

**MEMORANDUM**File: 11 141 00045  
11 161 00011  
13 211 00055To Chairman and Members of  
Dept. Operations and Works Committee.From William P. Taylor, P.Eng.,  
Dept. Engineering and Works Dept.

July 21, 1986.

AUG 11 1986  
OPERATIONS/WORKS

5309

JUL 29 1986

F.06.04.01

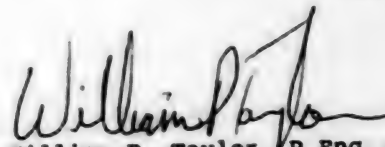
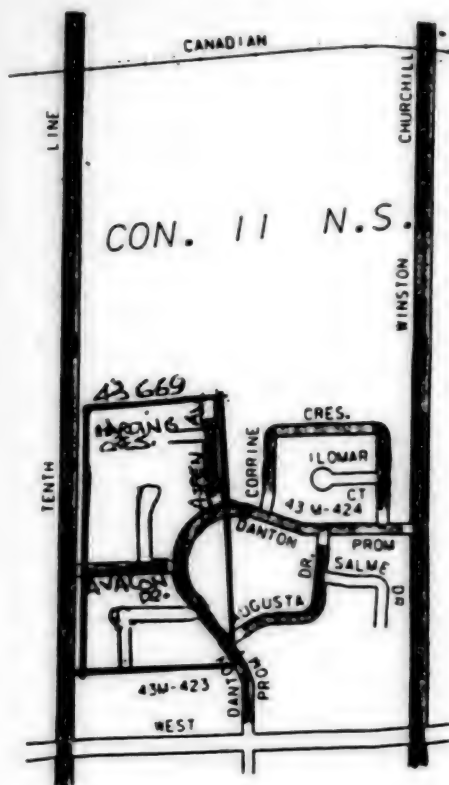
SUBJECT: Through Highway Designations.

SOURCE: Engineering and Works Department.

COMMENTS: The attached draft by-law has been prepared to incorporate into Schedule 10 of By-Law 444-79, as amended, a revised through highway designation within plan 43M669.

This is necessary to establish stop controls within the above noted plan.

RECOMMENDATION: That a by-law be passed to authorize the designation of through highways in plan 43M669.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.DPT/dab  
0487E







22

**MEMORANDUM**

File: 11 141 00045  
11 161 00011  
13 211 00045

To: Chairman and Members of  
Operations and Works Committee.  
Dept. \_\_\_\_\_

From: William P. Taylor, P.Eng.,  
Engineering and Works Dept.  
Dept. \_\_\_\_\_

July 21, 1986.

SUBJECT: OPERATIONS/WORKS **AUG 11 1986**  
Through Highway Designations.

SOURCE: Engineering and Works Department.

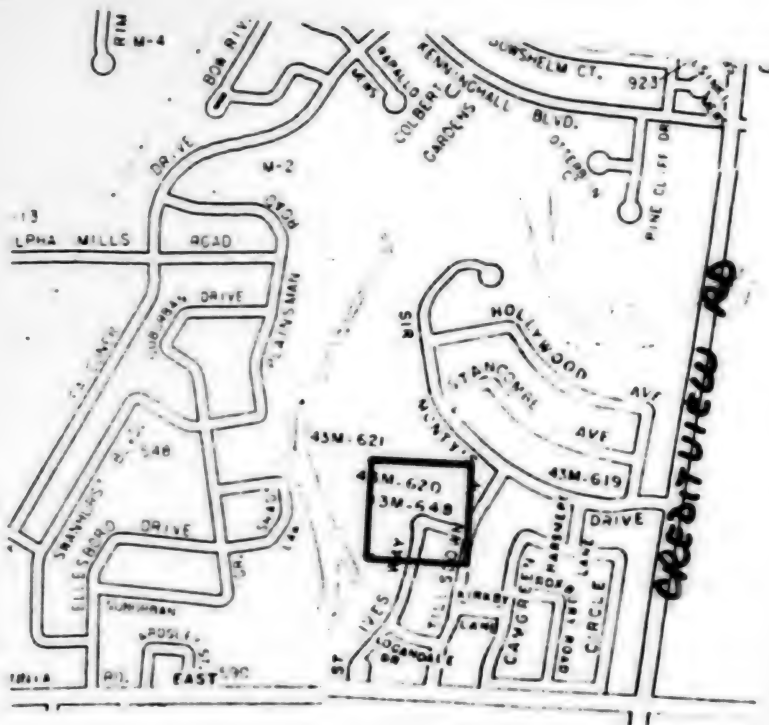
COMMENTS: The attached draft by-law has been prepared to incorporate into Schedule 10 of By-Law 444-79, as amended, a revised through highway designation within plan 43M648.

This is necessary to establish stop controls within the above noted plan.

RECOMMENDATION: That a by-law be passed to authorize the designation of through highways in plan 43M648.

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

WJT/dab  
0487E





**MEMORANDUM**

File: 11 141 00045  
11 161 00011  
13 211 00038

To: Chairman and Members of  
Operations and Works Committee.  
Dept. \_\_\_\_\_

From: William P. Taylor, P.Eng.,  
Engineering and Works Dept.  
Dept. \_\_\_\_\_

July 21, 1986.

OPERATIONS/WORKS **AUG 11 1986**

**5312**

**JUL 29 1986**

**F.06.04.01**

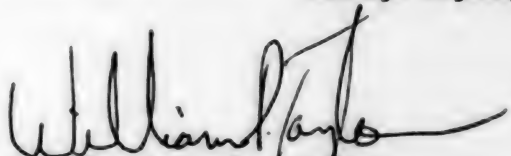
SUBJECT: Through Highway Designations.

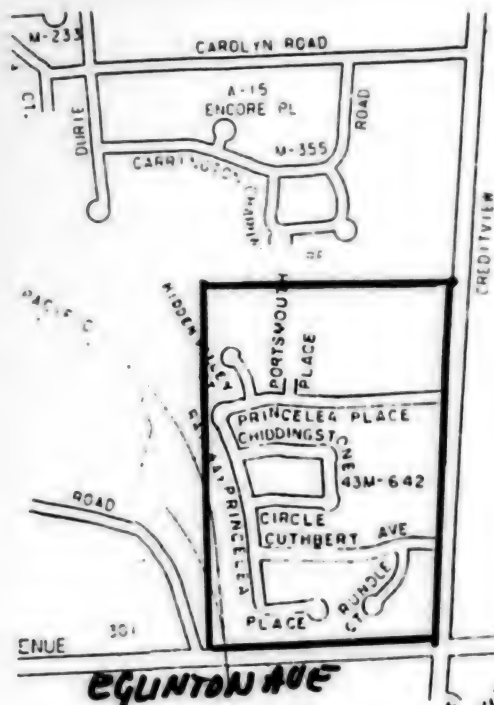
SOURCE: Engineering and Works Department.

COMMENTS: The attached draft by-law has been prepared to incorporate into Schedule 10 of By-Law 444-79, as amended, a revised through highway designation within plan 43M642.

This is necessary to establish stop controls within the above noted plan.

RECOMMENDATION: That a by-law be passed to authorize the designation of through highways in plan 43M642.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.  
DTJ/dab  
0487E







34

City of Mississippi

**MEMORANDUM**

File: 11 141 00045  
11 161 00011  
13 211 00022

To Chairman and Members of From William P. Taylor, P.Eng.,  
Dept. Operations and Works Committee. Dept. Engineering and Works Dept.

July 22, 1986.

**OPERATIONS/WORKS** **AUG 11 1986**

**53/3**

**JUL 29 1986**

**F.06.04.01**

**SUBJECT:** Through Highway Designations.

**SOURCE:** Engineering and Works Department.

**COMMENTS:** The attached draft by-law has been prepared to incorporate into Schedule 10 of By-Law 444-79, as amended, a revised through highway designation within plan 43M589.

This is necessary to establish stop controls within the above noted plans.

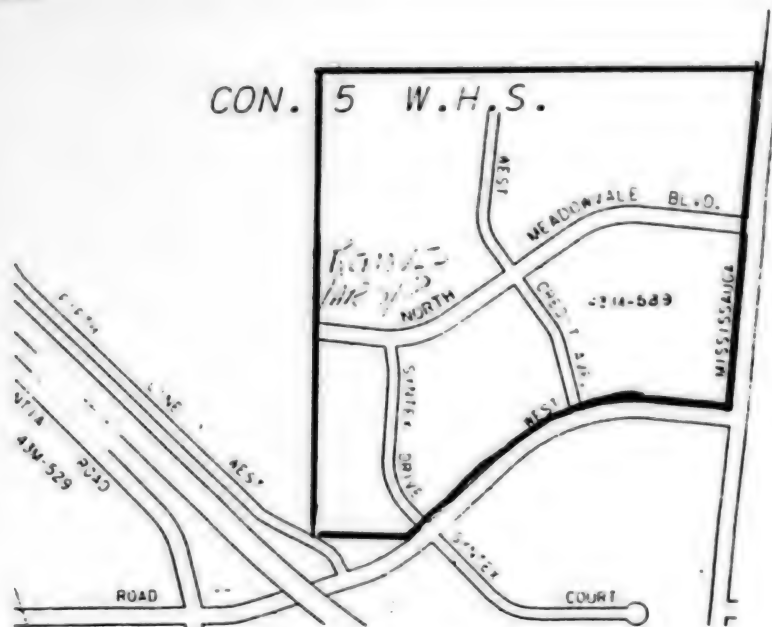
**RECOMMENDATION:** That a by-law be passed to authorize the designation of through highways in plan 43M589.

*William P. Taylor*

William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

DTJ/dab  
0487E

CON. 5 W.H.S.



Z-46-E





36(a)

MEMORANDUM

File: 11 141 00045  
11 161 00011  
13 211 00010

To Chairman and Members of  
Operations and Works Committee.  
Dept.

From William P. Taylor, P.Eng.,  
Engineering and Works Dept.  
Dept.

OPERATIONS/WORKS ~~AUG 11 1986~~ July 22, 1986.

SUBJECT: Proposed Street Party - Greenoaks Drive.  
SOURCE: Petition from Mrs. Beverly A. Hillyer, 1041 Greenoaks Drive,  
Mississauga, L5J 3A1.  
COMMENTS: Mrs. Hillyer, on behalf of the residents of Greenoaks Drive has  
requested permission to close a portion of this roadway for a  
street party on Thursday, August 21, 1986 between the hours of 8:00  
p.m. and 11:30 p.m.

These residents have closed this portion of Greenoaks Drive in the  
past for Hospital Auxilliary events, and the event was completed  
problem-free. In this regard, the Engineering Department has no  
objection to this proposal subject to satisfaction of the usual  
conditions for special events.

RECOMMENDATION: 1. That Mrs. Hillyer and the residents of Greenoaks Drive be  
granted permission to close a portion of Greenoaks Drive for a  
street party on Thursday, August 21, 1986 between the hours of  
8:00 a.m. and 11:30 p.m. subject to the following conditions:

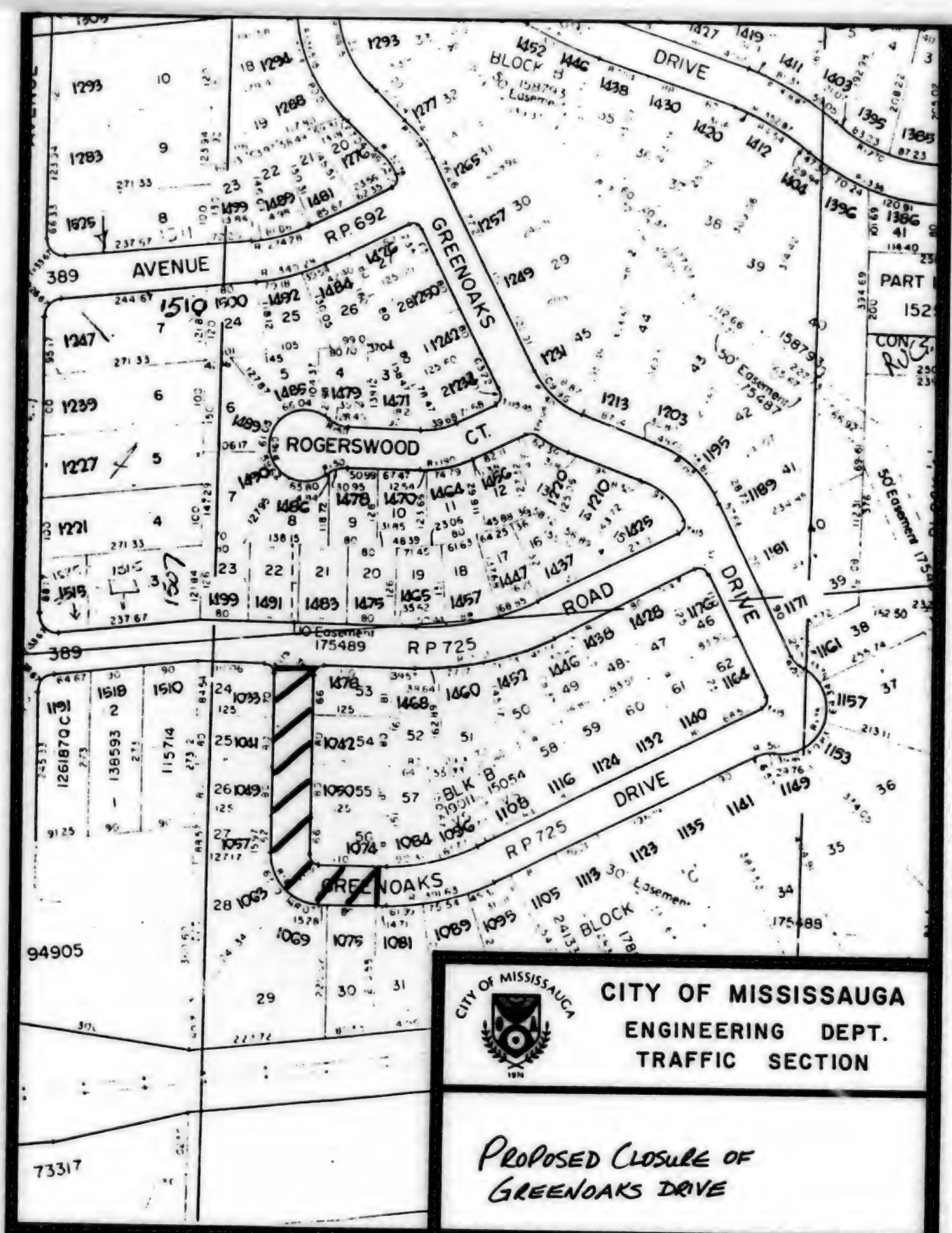
- (a) That a road closure permit be completed with the  
Engineering Department at least five days prior to the  
event;  
(b) That a 'hold harmless' agreement be signed with the City  
stating that the applicant is responsible for their own  
liability incurred as a result of their activities.  
(c) That the applicant obtain and return at their own expense,  
road closed signs and/or barricades.

2. That a by-law be passed authorizing the temporary closure of a  
portion of Greenoaks Drive on Thursday, August 21, 1986.

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

*WPT*  
WPT/dab  
0487E  
Attach.





**CITY OF MISSISSAUGA**  
**ENGINEERING DEPT.**  
**TRAFFIC SECTION**

*PROPOSED CLOSURE OF  
GREENOAKS DRIVE*



37(a)

City of Mississauga

MEMORANDUM

File: 11 141 00045  
11 161 00011  
13 211 00048

To Chairman and Members of  
Operations and Works Committee.  
Dept. \_\_\_\_\_

From William P. Taylor, P.Eng.,  
Engineering and Works Dept.  
Dept. \_\_\_\_\_

OPERATIONS/WORKS AUG 11 1986 July 21, 1986.

SUBJECT: Proposed Street Party - Middleshire Drive.  
SOURCE: Mr. Cliff Gyles, 7568 Middleshire Drive, Mississauga,  
L4T 3S2 (678-1201).  
COMMENTS: Mr. Gyles has submitted a petition signed by 41 of the 49  
homeowners on Middleshire Drive requesting permission to  
close Middleshire Drive for the purpose of a street party  
on Saturday, August 16, 1986 between 4:00 p.m. and 1:00  
a.m. In case of inclement weather, a rain date of August  
30, 1986 has been requested.

5305  
JUL 29 1986  
F.O. 04. 04


The petition requests permission to close the roadway in  
its entirety since the street party will involve almost  
all of the residents.

The Engineering Department has no objections to this  
request provided access is maintained for those residents  
not participating, and provided that the usual conditions  
for special events are satisfied.

- RECOMMENDATIONS:
1. That Mr. Gyles and the petitioners be granted  
permission to close Middleshire Drive on Saturday,  
August 16, 1986 or rain date Saturday, August 30,  
1986 between the hours of 4:00 p.m. and 1:00 a.m. for  
a street party, subject to the following conditions:
    - (a) That a road closure permit be completed with the  
Engineering Department at least five days prior  
to the event.
    - (b) That a 'hold harmless' agreement be signed with  
the City stating that the applicant is  
responsible for their own liability incurred as  
a result of their activities.
    - (c) That the applicant obtain and return, at their  
own expense, road closure signs and/or  
barricades.

.../2

- 2 -

-   
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works Department.

AB/dab  
0487E

OF BRAMPTON







38(a)

City of Mississauga

MEMORANDUM

FILE: 11 141 00045  
11 161 00011  
13 211 00046

To Chairman and Members of  
Dept. Operations & Works Committee

From Wm. P. Taylor, P.Eng.  
Dept. Commissioner, Engineering

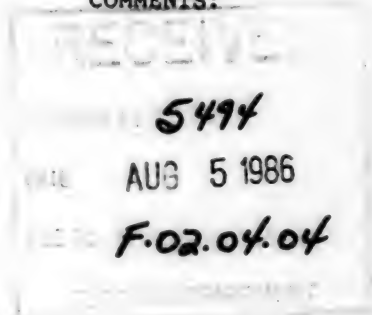
July 29, 1986

OPERATIONS/WORKS AUG 11 1986

SUBJECT: Street Party - Eastridge Road.

SOURCE: Mr. Eric Berge, 6640 Eastridge Road, L5N 4B2.  
(Petition from residents of Eastridge Road)

COMMENTS:



Mr. Berge, on behalf of the residents of Eastridge Road has requested permission to close a portion of this roadway for the purpose of a street party. The party which is proposed to enhance the sense of community within this neighbourhood for both children and adults is scheduled for Saturday, September 6, 1986 between the hours of 3:00 p.m. and 1:00 a.m. In case of inclement weather, a rain date of September 13, 1986 is requested.

The Engineering Department has no objections to this request subject to the usual conditions for special events.

RECOMMENDATIONS:

- 1) That Mr. Berge and the residents of Eastridge Road be granted permission to close a portion of Eastridge Road (north of Valencia Road) for a street party on Saturday, September 6, 1986, between the hours of 3:00 p.m. and 1:00 a.m. subject to the following conditions:
  - (a) That a road closure permit be completed with the Engineering Department at least five days prior to the event.
  - (b) That a "hold-harmless" agreement be signed with the City stating that the applicant is responsible for their own liability incurred as a result of their activities.

...2/

2064

- 2 -

- (c) That the applicant obtain and return at their own expense, road closed signs and/or barricades.
2. That a by-law be passed authorizing the temporary closure of a portion of Eastridge Road on Saturday, September 6, 1986.

*William P. Taylor*  
Wm. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

*AB* jc  
0551E/9





39(a)

City of Mississauga

MEMORANDUM

FILE: 11 141 00045  
12 111 00014

To: Chairman and Members of  
Operations and Works Committee  
From: William P. Taylor, P.Eng.  
Engineering and Works  
Dept. 5037

AUG 11 1986 JUL 18 1986 July 11, 1986  
OPERATIONS/WORKS FILE NO. F-02-07

SUBJECT: CLERK'S DEPARTMENT  
Duplication of Street Names. Princess Street  
(Malton), Princess Street (Streetsville).

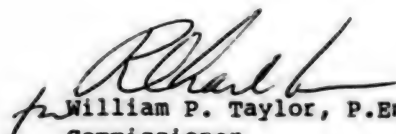
SOURCE: Engineering and Works.

COMMENTS: Since the residents of Princess Street in Malton  
objected strongly to having their street name changed,  
Councillor Southorn approached the residents of  
Princess Street in Streetsville to determine their  
reaction to renaming this street.


In May 1986, 25 questionnaires with a return mail form  
were sent to the residents. Ten replies were received  
with five in favour of a change and five opposed.  
Councillor Southorn suggested Princess Lane be  
submitted to the Street Names Committee as a possible  
name change for Princess Street in Streetsville.

Princess Lane, as a change to Princess Street, was  
considered by the Region of Peel Street Names  
Committee at their meeting of July 9, 1986. The  
Committee felt this name change would not help the  
present confusion between the two Princess Streets.

RECOMMENDATION: That the two Princess Streets not be renamed until a  
distinctly different name can be agreed upon for one of  
these streets.

  
William P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

cc: Councillor T. Southorn  
Councillor P. McKechnie

attaches.  
  
DR/jc  
0491E/29





34(b)

4-39-U

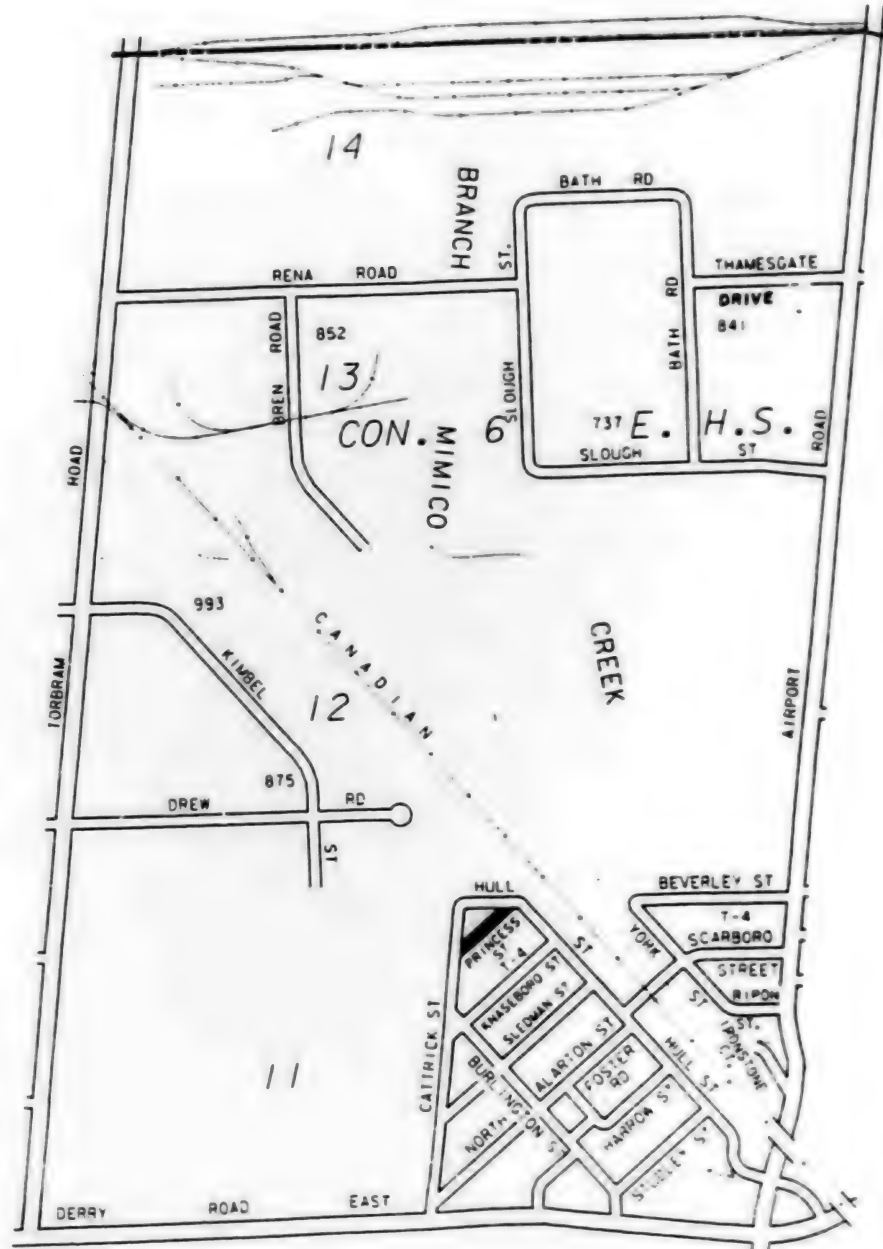
Z-38-W

Z-31

Z-39-E

39(c)

CITY OF BRAMPTON



A-64-Z

A-84-Z

Z-41-E

Z-49-E



CITY OF MISSISSAUGA

MEMORANDUM

FILE: 12 111 00014  
11 141 00045

1701(a)

To: Chairman and Members of  
Operations & Works Committee  
From: William P. Taylor, P.Eng.  
Engineering and Works  
Dept. 5038

DATE JUL 18 1986 July 11, 1986

FILE NO B-06-632-02

F-02-07

OPERATIONS/WORKS AUG 11 1986

SUBJECT:

Rename Winged Foot Crescent  
R.P. 43M-632, 21T 84005, Ventro Construction Limited.

SOURCE:

Engineering and Works.

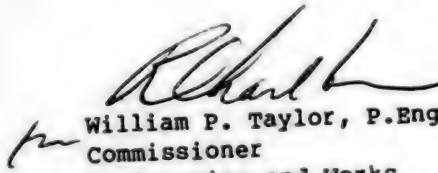
COMMENTS:

Winged Foot Crescent is a new street north of Rathburn Road and east of Tomken Road. Most of the homes on the street are presently being constructed with occupancy expected in early Fall 1986. There are 53 lots on the street. Seventeen of the homeowners have presented a petition to the City requesting that Winged Foot Crescent be renamed. The petition is attached.

The residents presented several alternate street names to the City. The Region of Peel Street Names Committee at their meeting of July 9, 1986, considered these names and approved Starlight Crescent as an alternative street name.

RECOMMENDATIONS:

That Winged Foot Crescent be renamed to Starlight Crescent and that Ventro Construction be instructed to provide new street signs and notify the new homeowners of the change.

  
William P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

  
DR/jc

cc: Councillor M. Prentice

attach.  
0491E/23



**Z-27**

70(C)

City Clerk  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

RE: CHANGE OF STREET NAME FROM  
WINGED FOOT CRESCENT TO  
SUMMER BREEZE CRESCENT

When the subdivision, presently being completed on the above noted crescent, is ready for occupancy (expected completion date July/August of this year) we will be the owners of the properties. As the eventual owners of the homes, we are requesting the City of Mississauga to change the name of the street from Winged Foot Crescent to Summer Breeze Crescent.

We look forward to an early response which might eliminate the necessity for the residents in this subdivision to have to change their addresses twice.

Thank you for your consideration.

Sincerley,

Shanty & Heloise Rupasingha - Lot 3

Dr. A. J. Lohar & Mrs. A. J. Lohar

V. Mager & Rick Mager Lot 5

Mario Bordenaga & Helga Bordenaga #14

Lynne Lohar

Mrs. & Mr. Bruce #15

Mr. and Mrs. Robert Goddington Lot 18

MR. & MRS. RAJESIE KAPURU - Lot 11

Joe George Lot 51

Monika George Lot 51

70 WJ

Mr Mrs R. Lankin Lot 40  
Mr & Mrs A. Viola Lot #42  
Mr & Mrs Joe & Angela Marques Lot 29  
Mr and Mrs Mario Palfano Lot 39  
Miss Anna Palfano  
Mr Alex Tordik } Lot #44  
Mrs Teresa Tordik }

More names will be supplied, if needed, as families move in.

The suggested use of the name, Summer Breeze Crescent, was checked with the Street Name Change Committee. We have been advised that the name is clear for use. We have been further advised that there is no cost associated with the proposed change of street name.

Please address your correspondence to:

The Homeowners  
C/o. 731 Fieldstone Road  
Mississauga, Ontario  
L5C 3K7

Joe & Lina Di Lello - Lot 52

P.S. One more signature is attached.



40/2)



H1(a)

MEMORANDUM

FILE: 11 141 00045  
12 111 00014

To Chairman and Members of  
Dept. Operations & Works Committee

From Wm. P. Taylor, P.Eng.  
Dept. Engineering and Works

August 5, 1986

OPERATIONS/WORKS ~~AUG 11 1986~~

SUBJECT: Street Name Changes  
Stavebank Road from Paisley Boulevard to Pollard Court

SOURCE: Operations and Works Committee Meeting May 14, 1986  
Recommendation OW-94-86

COMMENTS: The City has undertaken to convey part of Lot 11, Conc. 1, S.D.S. Part 9, Plan 43R-9333 to Marpal Properties. This conveyance divides the part of Stavebank Road north of Paisley Avenue into two separate sections.

Marpal Properties has proposed to create a new cul-de-sac connecting to Morrison Avenue and using the part of Stavebank Road south of the conveyed section of property noted above.

The section of Stavebank north of Part 9 and south of Morrison Avenue has no properties and is presently being closed as a public right-of-way.

The section of Stavebank Road from Morrison to Pollard has become another discontinuous section of Stavebank Road which could create confusion with emergency services. There are nine homes on this section of Stavebank Road. This section of Stavebank joins Morrison Avenue in such a way to provide a continuous road pattern.

Councillor D. Culham suggested that Stavebank Road from Pollard Drive south to the existing Morrison Avenue be renamed Morrison Avenue. Councillor D. Culham has agreed to name the new cul-de-sac Gooderham Court.

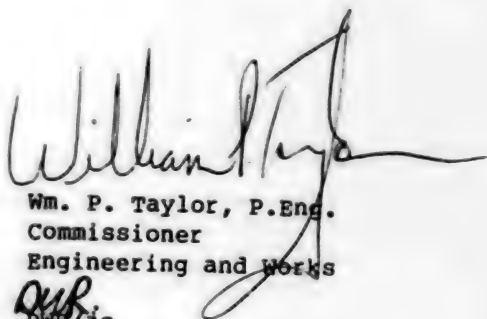
...2/

41(4)

RECOMMENDATION:

That Stavebank Road from Pollard Drive to the existing Morrison Avenue be renamed Morrison Avenue and that the street be double signed for six months.

That Stavebank Road from Paisley Avenue north to Part 9 Plan 43R-9333 and the proposed road connecting Stavebank Road to Morrison Avenue be named Gooderham Court.



Wm. P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

*DWR*  
DWR/jc  
0551E/53-54

cc: Councillor D. Culham/Ward 6



Z-16

$\frac{1}{2} \sqrt{12}$ 

WOLFED-ALE ROAD

MAVIS ROAD

**DUNDAS**

STREET

**WEST**

ROAD

**MAVIS**

**RANGE I, S.D.S.**

HURONDALE 43M-525 DRIVE

PAISLEY

**BOULEVARD**

WEST

PLK (BY-LAW 352-77)

43M-509

M-227





42

City of Mississauga

MEMORANDUM

File: 11 141 00045  
12 111 00014

To: Chairman and Members of  
Dept. Operations and Works Committee.

4928  
From: William P. Taylor, P.Eng.,  
JUN 15 1986 Engineering and Works Dept.

July 10, 1986

F.02.07

AUG 11 1986

OPERATIONS/WORKS

SUBJECT: Street Name Change  
The Queensway from Mavis Road to Glengarry Road

SOURCE: Councillor D. Culham

COMMENTS: Councillor Culham has requested that Region of Peel Street Name Committee consider Glen Sharon Drive as a proposed name for the section of Queensway West from Mavis Road to Glengarry Road.

Glen Sharon Drive was presented to the Region Street Name Committee at their July 9, 1986 meeting and refused because of its possible confusion with Glencairn Square, an existing street in Brampton.

RECOMMENDATION: That Queensway West from Mavis Road to Glengarry Road not be renamed Glen Sharon Drive.

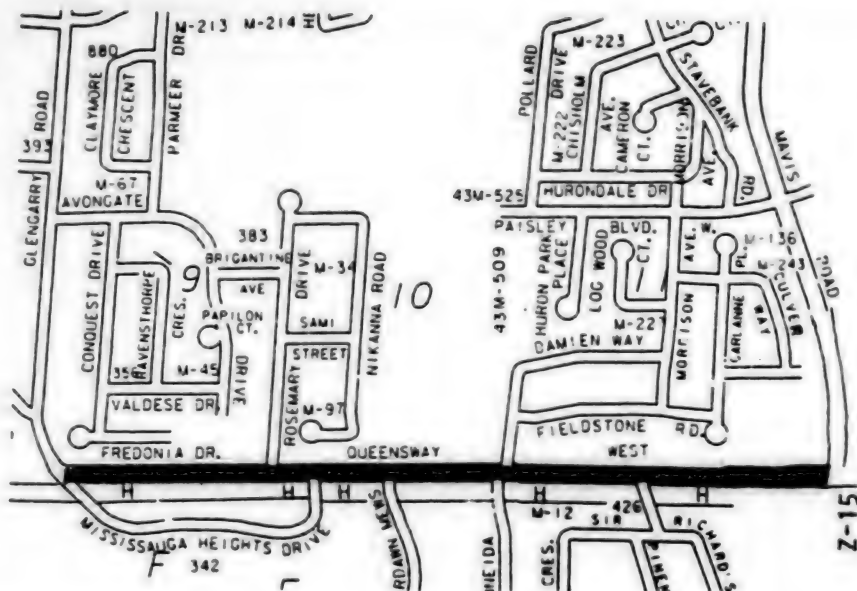
*William P. Taylor*

William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

DMR/dm

0491E

cc: Councillor D. Culham







# City of Mississauga

## MEMORANDUM

FILE: 11 141 00045  
12 111 00014

144

To: Chairman and Members of  
Operations and Works Committee  
Dept. \_\_\_\_\_

From: William P. Taylor, P.Eng.  
Engineering and Works  
Dept. \_\_\_\_\_

5036  
JUL 18 1986  
FILE NO T-80047  
F-02-07  
ENGINEERING DEPARTMENT

July 11, 1986

AUG 11 1986  
OPERATIONS/WORKS

SUBJECT: Proposed Street Names. (The Planning Management Group Ltd.) 21T-80047.

SOURCE: Engineering and Works.

COMMENTS: The Planning Management Group Limited have submitted the following proposed street names for the Rogers Telecommunications Limited Subdivision 21T-80047.

Adwell Crescent  
Bateau Court  
Chapman Street  
Daneshill Court  
Erskine Crescent  
Grandcove Circle  
Rushton Gate

The submission was reviewed by the Region of Peel Street Names Committee on July 9, 1986 and the following names were approved.

Adwell Crescent  
Bateau Court  
Chapman Street  
Daneshill Court  
Erskine Crescent  
Grandcove Circle

Rushton has previously been assigned to another street.

...2/

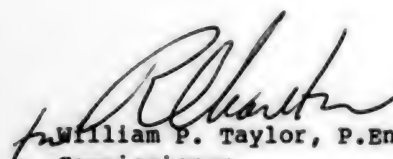
43(a)

- 2 -


RECOMMENDATIONS:

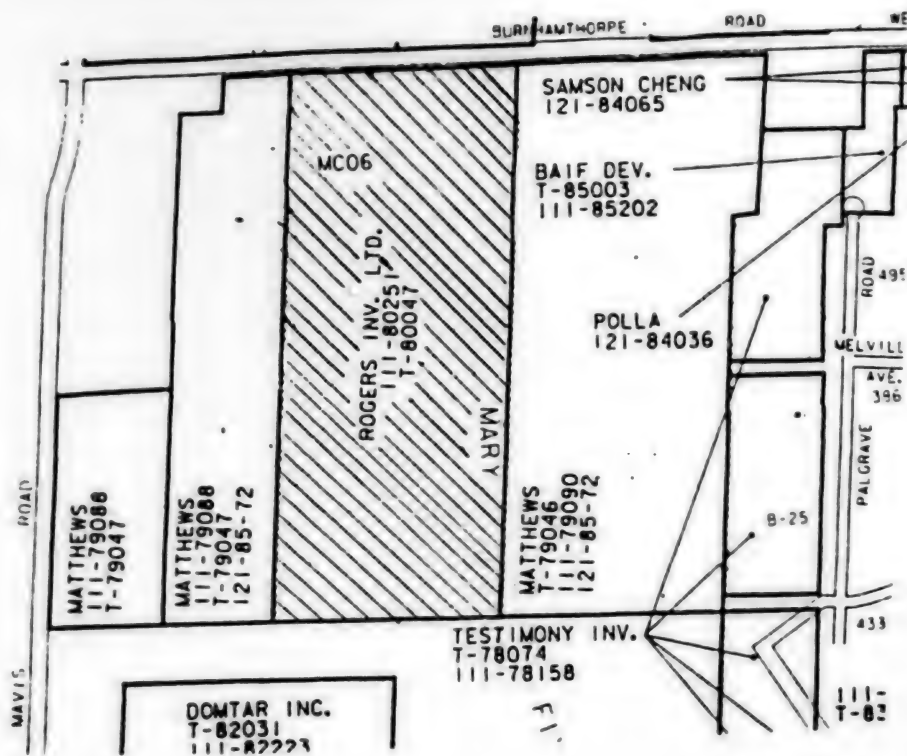
That The Planning Management Group Limited be advised that the following names have been approved for street names in Rogers Telecommunications Limited Subdivision 21T-80047:

Adwell Crescent  
Bateau Court  
Chapman Street  
Daneshill Court  
Erskine Crescent  
Grandcove Circle

  
William P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

cc: Councillor L. Taylor

  
DR/SC  
0491E/27





CITY OF MISSISSAUGA

MEMORANDUM

To Administration and Finance Committee From A. McDonald, Acting Commissioner  
Dept. \_\_\_\_\_ Dept. Building, Zoning and Licensing

July 2, 1986.

SUBJECT:

OPERATIONS/WORKS AUC - 1005  
Application under the Termite Control By-law 741-81.

ORIGIN:

Staff

COMMENTS:

An application has been received from a homeowner for assistance under the Termite Control By-law 741-81 to deal with an infestation of carpenter ants.

The cost of the treatment has been estimated at \$250.00 and the City's share under the by-law would be half of this amount.

The application has been reviewed by staff for compliance with the requirements of By-law 741-81 and we recommend that it be approved.

RECOMMENDATIONS:

1. That the application for a grant under the Termite Control By-law 741-81 made by the homeowner whose name appears on the attached sheet to the report dated July 2, 1986, from the Acting Commissioner of Building, be approved.
2. That the Acting Commissioner of Building be authorized to make payment under the terms of By-law 741-81 upon satisfactory completion of the work.

*A. McDonald*

A. McDonald,  
Acting Commissioner,  
Building, Zoning and Licensing.

7/2/86 Attached.  
BES/vh  
CC: D. Lychak





45  
CITY OF MISSISSAUGA

MEMORANDUM

To Administration and Finance Committee

From A. McDonald, Acting Commissioner

Dept. \_\_\_\_\_

Building, Zoning and Licensing.  
Dept. \_\_\_\_\_

**AUG ' ' 1986**

OPERATIONS/WORKS

July 2, 1986.

SUBJECT: Application under the Termite Control By-law 741-81.

ORIGIN: Staff

COMMENTS: An application has been received from a homeowner for assistance under the Termite Control By-law 741-81 to deal with an infestation of carpenter ants.

The cost of the treatment has been estimated at \$325.00 and the City's share under the by-law would be half of this amount.

The application has been reviewed by staff for compliance with the requirements of By-law 741-81 and we recommend that it be approved.

RECOMMENDATIONS:

1. That the application for a grant under the Termite Control By-law 741-81 made by the homeowner whose name appears on the attached sheet to the report dated July 2, 1986 from the Acting Commissioner of Building, be approved.
2. That the Acting Commissioner of Building be authorized to make payment under the terms of By-law 741-81 upon satisfactory completion of the work.

*A. McDonald*

A. McDonald,  
Acting Commissioner,  
Building, Zoning and Licensing.

Attached.  
BES/vh

CC: D. Lychak



**MEMORANDUM**

7094

To OPERATIONS AND WORKS COMMITTEE

From Terence L. Julian

Dept. \_\_\_\_\_

Dept. City Clerk

July 3, 1986.

OPERATIONS/WORKS AUG 11 1986

LADIES AND GENTLEMEN:

**SUBJECT:** Rogers Cable TV Limited request for easement over City Property being all of Blocks 73, 76 and 77, on Registered Plan 43M-600. File B.06.600.06

**ORIGIN:** Request by solicitor for Rogers Cable of April 11, 1986.

**COMMENTS:** The City of Mississauga has been requested by Rogers Cable TV Limited to grant a permanent easement over all of Blocks 73 (3 m pedestrian walkway), 76 and 77 (future widening of Eglinton Avenue West) located on the south side of Eglinton Avenue, west of Mississauga Road.

The City's Engineering Department has reviewed the request by Rogers Cable and has agreed to the location and granting of the permanent easement for its facilities.

**RECOMMENDATION:** That a By-law be enacted authorizing execution of a Grant of Easement between the City of Mississauga and Rogers Cable TV Limited over all of Blocks 73, 76 and 77 on Registered Plan 43M-600 located on the south side of Eglinton Avenue West, west of Mississauga Road.

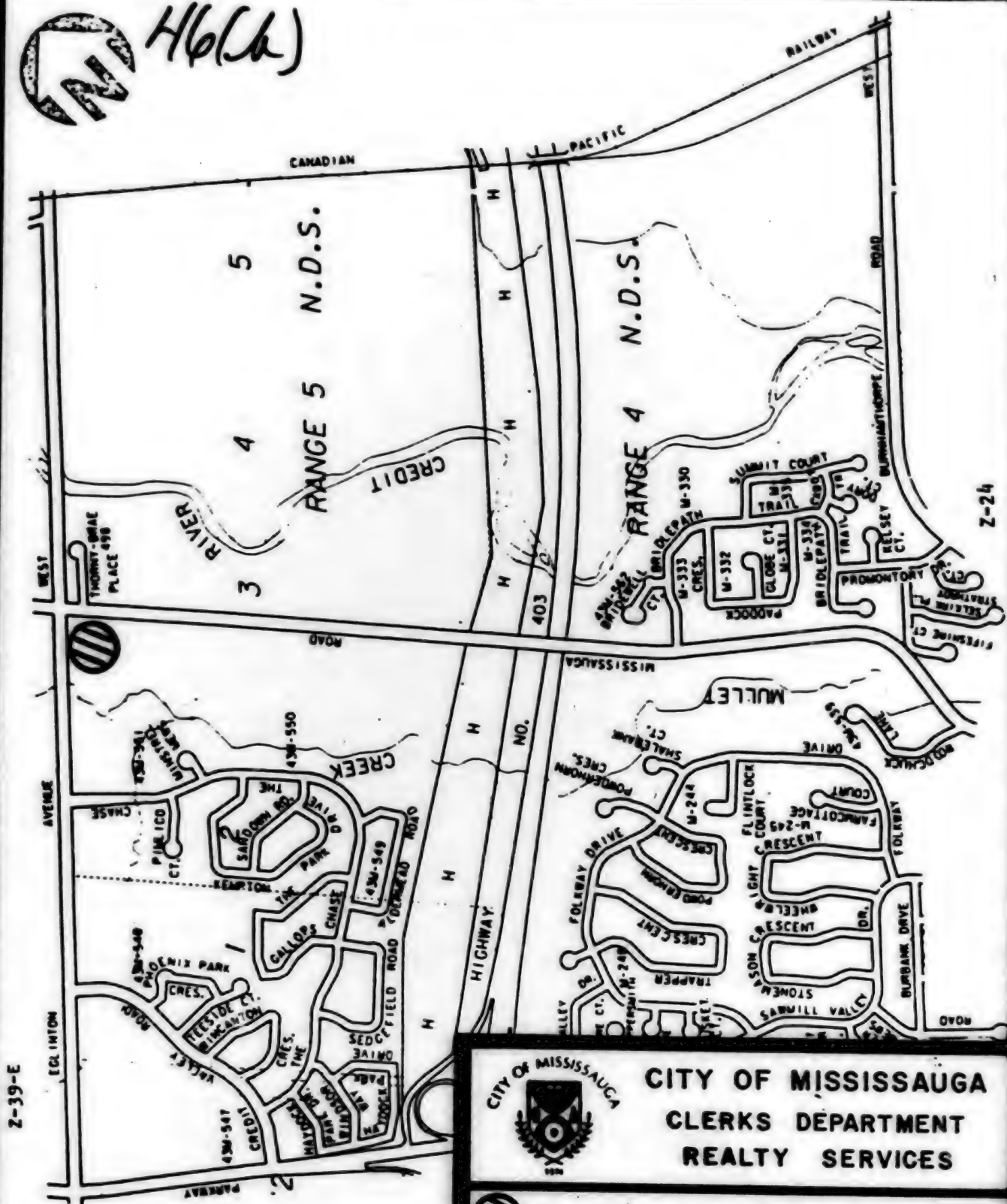
Terence L. Julian, A.M.C.T., C.M.C.,  
City Clerk.

PJS:le

2700C/180C



H6(Lh)



**CITY OF MISSISSAUGA  
CLERKS DEPARTMENT  
REALTY SERVICES**



Easement to Rogers Cable TV Limited  
Blocks 73, 76 and 77, R.P. 434-600

**FILE No. B.06.600.06**





## CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

July 8, 1986

WHEN REPLYING KINDLY QUOTE  
THIS FILE NUMBER  
P.33.18.

BY COURIER

City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

OPERATIONS/WORKS

AUG 11 1986

523/

JUL 28 1986

A.02.05.03.01

Attention: Mr. S. Mahoney  
Councillor, Ward 8

Dear Sir:

Re: Erosion - Loyalist Creek at Thorn Lodge Drive

Thank you very much for bringing this erosion problem to the attention of the Conservation Authority. The site was inspected on June 27, 1986, at which time bank erosion was noted on both sides of Loyalist Creek. From the preliminary inspection, the rear yards of five or six homes between Liruma Road and downstream of Thorn Lodge Drive appear to be affected.

The bank erosion is significant; however, the creek is a fair distance from residential structures and therefore is not considered to be serious enough to warrant financial assistance from the Authority at this time due to the limited amount of provincial funding available. This is unfortunate because, if the problem is not addressed soon, it may continue to regress and eventually require expensive remedial works.

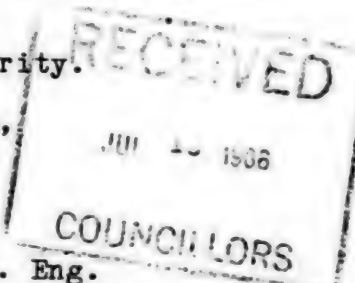
If the individual landowners wish to repair the eroded banks, in lieu of financial assistance the Authority would be pleased to offer some technical advice on how to address the erosion problems. They may contact our office by phone or letter, at which time a site visit would be arranged. Mr. Rudi Warmé is our field engineer responsible for erosion control.

Thank you again for contacting the Authority.

Yours very truly,

J. S. Gourley, P. Eng.  
Manager, Water Resources

RW/GAS/gc



RECEIVED

5575

AUG 7 1986

A.02.05.03.01

CITY OF MISSISSAUGA

Mr. S. Mahoney,  
1 City Centre Drive,  
MISSISSAUGA,  
Ontario.

Mr. & Mrs J. A. Says,  
2366 Thornlodge Drive,  
MISSISSAUGA, L5K1K5  
Ontario.

July 19th, 1986

Dear Mr. Mahoney,

I would like to bring to your attention the present condition of Loyalist Creek which runs at the end of our property. Some years ago I described its worsening condition in a letter to Mr. David Culham who was our Councillor at that time. We received an answering letter, plus at a later date photostat copies of future proposals regarding Loyalist Creek.

We are prompted to write this letter to you to-day as we have discovered three fair sized Ash trees leaning at a 45° angle across the creek. These trees are right at the end of our property which is close to the Sheridan Park Public School end of this creek.

The water from heavy rain, plus erosion over the past several years have washed the earth away and under-cut the banks. This is happening the length of the creek. I would estimate the creek bed to have dropped approximately six feet in back of us over the past six to eight years.

This is a delightful area of our Ward and naturally we want to see it preserved. We feel drastic measures are necessary.

Yours sincerely,

*J. A. Says*

J. A. Says  
C. R. Says

cc W. P. Taylor, Commissioner

G. Schnarr, Credit Valley Conservation Authority

RECEIVED  
JUL 29 1986  
COUNCILLORS



48(a)

City of Mississauga

**MEMORANDUM**

FILE: 11 141 00045  
11 161 00011  
13 211 00015

To Chairman and Members of  
Operations & Works Committee  
Dept. \_\_\_\_\_

From Wm. P. Taylor, P.Eng.  
Dept. Engineering and Works

July 31, 1986

**AUG 1 ' 1986**  
OPERATIONS/WORKS

**SUBJECT:**

Report Request 129-86. Coroner's Jury Verdict -  
Inquest into death of Pasquale Spiniello.

**SOURCE:**

Letter from Dr. Ross C. Bennett, M.D., Chief Coroner  
for Ontario.

**COMMENTS:**

The City is in receipt of a letter dated May 13, 1986  
from Dr. Ross C. Bennett, M.D., Chief Coroner for  
Ontario, concerning the Verdict of Coroner's Jury  
resulting from the inquest into the death of  
Pasquale Spiniello.

Mr. Pasquale Spiniello died on August 23, 1986. Mr.  
Spiniello had been thrown from a "fast moving car"  
which failed to negotiate a turn in Stavebank Road,  
north of Paisley Boulevard.

The Coroner's Jury made 12 recommendations with one  
recommendation being related to the City of  
Mississauga. The results of the Coroner's Jury are  
attached to this report. Recommendation 12 is the  
only recommendation related to the City:

12. An "S curve" sign should be posted prior to the  
S curve on Stavebank Road, near Paisley  
Boulevard and the road should have centre  
markings."

...2/



48(h)

Following the accident the Traffic Section of the Engineering Department reviewed indepth the S curve and the surrounding area. We have the following comments concerning the "S curve".

1. The subject "S curve" in Stavebank Road has been in place since 1979 and was constructed to provide an access for the small residential area north of Paisley Boulevard after the realignment of Mavis Road. This was, until 1985, the only connection to the residential area and as such, no traffic counts were conducted. However, the roadway serves a very limited area and, as such, it is a local road. A search of accident statistics indicated no previous accidents since 1979.
2. The speed limit is the statutory 50 km/h.
3. The existing signing at the curve consists of checkerboard signs for northbound and southbound traffic as well as several chevron type signs mounted on 8" x 8" guide posts which are installed around the curve for both directions. While street lighting is located in the area, all signs are retro-reflective.

The signing is, in our opinion, adequate based on the nature of the road and the signing is quite visible to identify the curve adequately in advance of the curve for motorists to slow down to properly negotiate the curve.

With the completion of Pollard Drive and Morrison Avenue to Paisley Boulevard the section of Stavebank Road has recently been closed and barricaded. This section of Stavebank Road is to be incorporated into future development (Marpal Properties) and will form part of a cul-de-sac backing into Paisley Boulevard.

In view of the foregoing, the recommendation of the Coroner's Jury is now redundant.

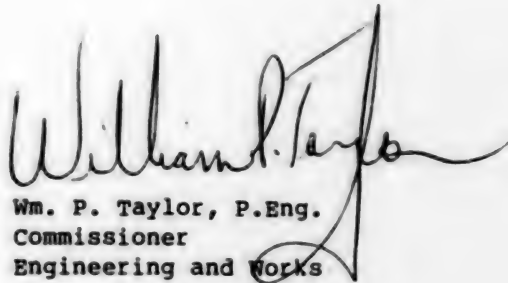
...3/

78(c)

- 3 -

RECOMMENDATION:

That the Chief Coroner of Ontario be advised that as the result of residential development in the area, the section of Stavebank Road north of Paisley Boulevard has now been closed.

  
Wm. P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

WT/jc  
551E/33-35  
attach.



**MEMORANDUM**

FILE: 16 111 72072  
11 141 00045

*Item 49*

To Chairman and Members of From Wm. P. Taylor, P.Eng.  
Dept. Operations & Works Committee Dept. Engineering and Works

OPERATIONS/WORKS Aug 11/86 August 7, 1986

SUBJECT: Waiving of Clause 4(c), Schedule 'C' of the Engineering Agreement for Humbergrove Subdivision, Plan 43M-430, located south of the Q.E.W. and east of Indian Road (sketch enclosed).

ORIGIN: Engineering Agreement dated September 20, 1978 between Humbergrove Investments Limited, the City of Mississauga, and the Region of Peel.

COMMENTS: In accordance with Clause 4(c), Schedule 'C' of the Engineering Agreement for Plan 43M-430, the developer is required to construct the dwellings on Lots 1-9 and Blocks 21 and 22 with 200 square feet front yard privacy areas to shield the dwelling occupants from noise emanating from the Q.E.W. and North Sheridan Way.

The developer, Humbergrove Investments Limited, is in financial arrears and the lots have been sold under power of sale to Family Homes Incorporated who have applied for building permits for same. Recognizing that front yard privacy areas have not proved to be an efficient or desirable method of providing acoustical attenuation, from the homeowner's point of view, the builder has requested that this requirement be waived and that instead a noise attenuation fence and berm be constructed along the rear lot line adjacent to the South Sheridan Way. The department is in agreement with this request and accordingly, the attached Agreement has been prepared and executed by Family Homes Incorporated which covers the following aspects:

- a) deletion of the required front yard privacy areas;

...2/



- b) construction of a berm/fence combination along the rear yards of lots 1-9, Blocks 21 and 22 in lieu of a) above;
- c) provision of a Letter of Credit to guarantee construction of the berm/fence;
- d) incorporation of the appropriate noise warning clauses in each and every Agreement of Purchase and Sale.

RECOMMENDATION:

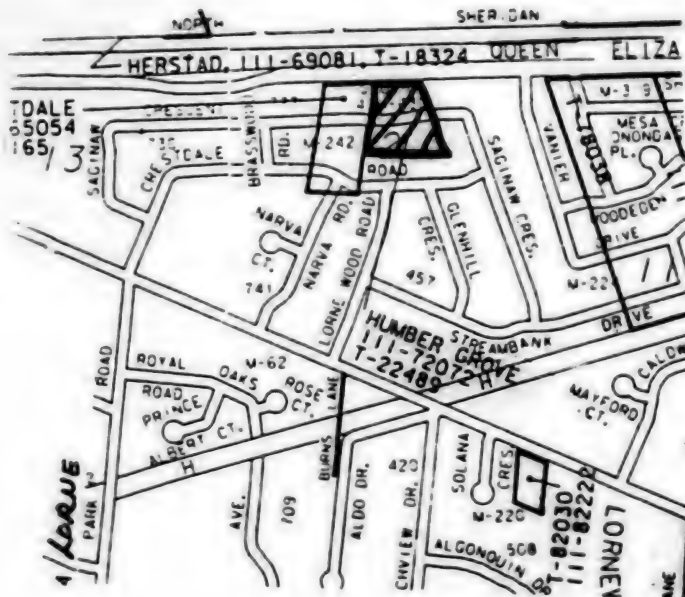
That a By-law be passed authorizing the Mayor and Clerk to execute the Agreement between Family Homes Incorporated and the City with respect to the deletion of front yard privacy areas for Lots 1-9, Blocks 21 and 22, Plan 43M-430, as required in accordance with Clause 4(c), Schedule 'C' of the Engineering Agreement for Humbergrove Investments Limited, located south of the Q.E.W. and east of Indian Road.

*William P. Taylor*  
Wm. P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

encl.

cc: Councillor P. Mullin/Ward 2  
R.G. Charlton  
A.E. McDonald  
G.S. Swinkin  
I.W. Scott

PG/jc  
0551E/61-62





**MEMORANDUM**

Files: 15 111 00003  
11 141 00045 #50

To: Chairman and Members of the  
Operations and Works Committee  
From: Wm. P. Taylor, Commissioner  
Engineering and Works  
Date: Aug. 11/86

August 8, 1986

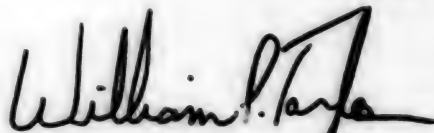
**SUBJECT:** Mississauga Clean City Campaign Information Programme

**SOURCE:** Letter from Mississauga Clean City Campaign dated July 17, 1986, copy attached.

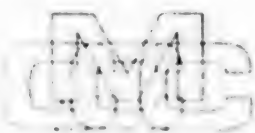
**COMMENTS:** It has been suggested by Mississauga Clean City Campaign as an aid to their Education Programme in the Schools that the City of Mississauga should purchase 65,000 Lapel Pins which would read "We Recycle in Mississauga" and which would be in the shape of a 'Blue Box' with the lettering on the side.

We believe that the Public Information Programme of Mississauga Clean City Campaign should be continually encouraged and we would suggest that the money required to purchase these pins could come from the 1986 Current Budget, Garbage Collection Account.

**RECOMMENDATION:** That the Mississauga Clean City Campaign be advised that the City of Mississauga will fund the purchase of 65,000 Lapel Pins with the wording "We Recycle in Mississauga" on them at a cost not to exceed \$12,200.00. Funds to be provided from the 1986 Current Budget, Garbage Collection Account.

  
Wm. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

WPT:dbw  
0550E/65E



## MISSISSAUGA CLEAN CITY CAMPAIGN

Clarke Hall, 161 Lakeshore Road West  
Mississauga, Ontario L5H 1G3 (416) 274-1777

17 July, 1986

Mr. Wm. Taylor,  
Commissioner,  
Engineering & Works  
City of Mississauga.

ENGINEERING & WORKS DEPARTMENT

RECEIVED FILE

JUL 18 1986

Dear Mr. Taylor,

"We Recycle in Mississauga" Lapel Pins

As promised I have researched prices and quantities needed to distribute a blue recycling pin to all primary grade school children in Fall, 1986.

The best price to date is as follows:

<u>Supplier</u>	- Beach Promotional Concepts 2404 Haines Road, Mississauga	
<u>Design</u>	- Almost the same as attached but wording - "We Recycle" and underneath "in Mississauga"	
<u>Delivery</u>	- 5 weeks from date of order	
<u>Quantities</u>	<u>Price per unit</u>	<u>Total cost</u>
10,000	.25¢	\$ 2,500. 200.mold charge 189.P.S.T.7¢ 40.Artwork (estimate) \$ 2,929.
60,000	.17¢	\$ 10,200. 200.mold charge 728.P.S.T.7¢ 40.Artwork (estimate) \$ 11,168

There will apparently be approximately 51,000 enrolled in the two school board primary grades (K-8) in 1986/87.

The pricebreak is at 60,000 and stays the same up to 100,000.

If you do find it a viable project would it be a good idea to consider ordering maybe 5,000 extra which would probably meet all demands over the next year, e.g.giveaways at City seminars, Conferences, speaking engagements by MCCC, special presentations in High Schools, etc. ?



I will endeavour to get an exemption on the Provincial Sales Tax as an educational aid but it is unlikely they will agree.

Whereas I do believe this is a good price I will keep pursuing an even better deal but as time is short felt I should proceed. If we are to distribute at beginning of school year and with a five (5) week delivery, we would have to order soon.

Hoping this is helpful to you,

Yours very truly,

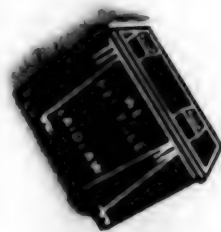
*Joan Phillips*  
Joan Phillips

/jep  
cc- O.Carmen

Sample of Beach Promotional Concepts work:



Kitchener pin similar to Mississauga pin:



CITY OF MISSISSAUGA

MINUTES

MEETING NINE EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: MONDAY, AUGUST 11, 1986, 9:45 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT: Councillor H. Kennedy  
Councillor L. Taylor  
Councillor D. Culham (Chairman)  
Councillor D. Cook  
Councillor T. Southorn

MEMBERS ABSENT: Councillor F. McKechnie

STAFF PRESENT: Mr. D.A. Lychak, City Manager  
Mr. E.J. Dowling, Transit General Manager  
Mr. W.P. Taylor, Commissioner of Engineering and Works  
Mr. A. McDonald, Acting Commissioner of  
Building/Zoning/Licensing  
Mr. L.W. Stewart, City Solicitor  
Ms. L. Mailer, Clerk's Department

DEPUTATIONS - 9:45 A.M.

- A. Mr. W. McInerney, Superintendent of Special Education, and Mr. F. McKenna of the Dufferin-Peel Roman Catholic Separate School Board.
- D.05.06
- SEE ITEM 1

MATTERS CONSIDERED:

1. Letter dated May 22, 1986, from Mr. R.F. Hall, Chairman of the Dufferin-Peel Roman Catholic Separate School Board in response to the following General Committee recommendation of March 5, 1986, as adopted by Council on March 24, 1986:

- '(a) That eleven student bus passes be issued gratuitously to named students at St. Martin's High School who are enrolled in the class for trainable retarded and further such passes expire at the end of the 1985/86 school year.
- (b) That effect September 1986 no further passes be issued gratuitously to the students of the Peel Board of Education or the Dufferin Peel Roman Catholic Separate School Board and that each Board be advised that they are responsible financially for the cost incurred in providing bus passes to conduct their programs.

Attached was the report dated February 11, 1986, from the Transit General Manager outlining the history and rationale for the recommendation.

Mr. Hall in his letter expressed his concern about the decision to discontinue the issue of such passes in September 1986 and that the Board was not permitted the opportunity to address this issue before Council and/or Committee before the decision.

Councillor Culham on behalf of Council apologized that the Board was not advised prior to this matter being dealt with as it was certainly City practice to inform organizations of such items to be considered by Committee and/or Council.

Mr. Dowling advised that originally the program started with the issue of a small number of passes to Red Oaks which at the time was a private school. Since then both Boards have initiated these special programs and the number of passes has increased considerably. Mr. Dowling suggested that if Committee wished perhaps a limit could be placed on the number of passes issued to each Board and these in turn could be provided to the students in the program as needed.

Mr. McInerney addressed the Committee and advised that Mr. Hall, the Chairman of the Board had intended to appear; however, he was not able to due to other Board business. Mr. McInerney pointed out that the passes will allow the Boards to continue training mentally handicapped students how to use public transit and are not intended to be used to get to and from school free as the students would be responsible for this fare. The passes would be used during the school day as part of a program to teach the students how to travel on public transit. Mr. McInerney pointed out that the City will eventually benefit as these students gain their independence and become full paying customers as they learn to travel around the community without assistance from parents and/or teachers. The Board is not attempting to obtain a free subsidy but sees this as a program mutually beneficial to the Board and the City. Mr. McInerney pointed out that the Separate Board plans to have such a program in each of its five high schools which would eventually mean a total of 50 passes. He pointed out that the Public Board has over 100 passes.



Councillor Cook suggested that the City and Board enter into a partnership and that the Board pickup 50% of the costs of the passes over a certain number. Mr. McInerney responded that the Board currently incurs considerable costs in staff time and training.

Councillor Taylor suggested that a special training pass be issued to the Boards which could be provided to the students during that aspect of the transit training program to be restricted to off peak hours. With respect to the costs to the City, Councillor Taylor pointed out that the buses are currently running in any event whether the students ride free or pay. A special pass could be provided at a \$5.00 administrative cost per pass as is the current practice for the senior citizens passes.

After further discussion regarding the costs to the City and whether the passes should be provided on a 50-50 basis, Councillor Taylor recommended that a special bus pass be issued to both Boards of Education at a \$5.00 fee per pass to be used only between 9:00 a.m. and 3:00 p.m. This motion was voted on and carried.

D.05.06

2. See Recommendation OW-203-86 (L. Taylor)  
Report dated July 28, 1986, from the Commissioner of Engineering and Works with respect to the construction of storm sewer inlet structure, channel and berm works on Ontario Ministry of Government Services lands located south of Highway #403 and east of Mavis Road, as part of the servicing for proposed plan of subdivision T-77060, Matthews Group Limited Subdivision (Phase II).

The Ministry has given permission to proceed with these works subject to the City acquiring an easement over the lands containing the inlet structure, channel and berm. This easement is in the process of being secured by the City however, the developer wishes to proceed with these works prior to the easement transfer being registered. The MGS has no objection to this proposal provided that the City of Mississauga enters into a "Permission to Enter or Enter and Construct" Agreement. That Agreement has been approved by our Legal Department.

RECOMMENDATION:

That a by-law be passed authorizing execution of a Permission to Enter or Enter and Construct Agreement with the Ontario Ministry of Government Services with respect to the construction of the storm sewer inlet structure, channel and berm works by Matthews Group Limited, proposed plan of subdivision T-77060, Phase II, located south of Highway #403 and east of Mavis Road.

T-77060

Approved

See Recommendation OW-204-86 (L. Taylor)

3. Report dated July 11, 1986, from the Commissioner of Engineering & Works with respect to a Supplementary Licensing Agreement for Elmwood Fruit Market at 170 Lakeshore Road East. The Building Department has requested the Engineering Department to review the location of a proposed new directory sign at 170 Lakeshore Road East to ensure property sight distances and that the applicant has sufficient property available. The City has obtained road widenings in this location where the sign is proposed and most of the existing parking lot. A License Agreement covering the parking lot exists between the City and the Fruit Market Owners. The proposed sign will not disrupt sight lines and the Department has no objection to the location of the sign.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Supplementary License Agreement between The Corporation of the City of Mississauga and Pietro Rinella and Jose Indovina with respect to a sign to be located at 170 Lakeshore Road East (Elmwood Fruit Market) subject to an application to the Building Department for a Sign Permit.

Councillor Kennedy recommended that this matter be referred to the Port Credit Business Association for their comments prior to its adoption. This motion was voted on and carried.

L.09.04.01

Amended

See Recommendation OW-205-86 (H. Kennedy)

4. Report dated July 18, 1986, from the Commissioner of Engineering & Works in response to a request by the Developer of Turney Drive and Thomas Street Subdivisions. The two pieces of property involve 54 lots which front on Turney Drive and Thomas Street and which back on Erin Mills Parkway and the realigned Thomas Street.

In an effort to reduce the servicing costs during the preparation of the most recent Consolidated Reports, the Engineering Department agreed to consider roadways with open ditches in keeping with the other older developments in the area. In addition there are various other contributions required including the standard requirement for a cash contribution for sidewalks along the major roadways in this case Erin Mills Parkway and the realigned Thomas Street.

The developer responded that they would like to see the roadway completely reconstructed with curb and gutter and would provide the necessary design and funding for this work if certain arrangements are agreed to by the City as outlined in the report. The request has been reviewed and found feasible.

RECOMMENDATION:

That the following arrangements be approved with respect to proposed Plans of Subdivision T-78059 and T-25285, Turney Drive and Thomas Street Subdivisions:

- (a) That the requirement for a cash contribution for a sidewalk along Erin Mills Parkway and the realigned Thomas Street be waived;
- (b) That Building Permits be issued prior to the reconstruction of Turney Drive and Thomas Street provided that all services and alternate builders accesses are provided;
- (c) That the City reconstruct Turney Drive and Thomas Street in the year following completion of house construction with all funds to be provided by the Developer.

T-25285  
T-78059

Approved

See Recommendation OW-206-86 (T. Southorn)

5.

Report dated July 11, 1986, from the Commissioner of Engineering & Works with respect to the assumption of Mississauga Commercial Properties Limited, Dundix Arena Subdivision, Plan 43R-2899, located north of Dundas Street East and west of Dixie Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

Mississauga Commercial Properties Limited have requested in their letter dated February 27, 1986 (copy attached) that the Engineering and Works Department complete the outstanding fencing and sodding deficiencies on the developer's behalf. The developer has authorized the City to deduct \$3,823.81 from the security deposit to complete the outstanding services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal services constructed by Whitehorn Investments Limited, under the terms of the Engineering Agreement for Plan 43R-2899, located north of Dundas Street East and west of Dixie Road.
- (b) That the City Treasurer be authorized to draw \$3,823.81 from the \$3,907.00 cash deposit and place \$3,159.01 into Account P.N. 85-157, \$664.80 into the Engineering Fees Account #08610-95-2000 and return \$83.19 to the developer.
- (c) That the City Treasurer be authorized to release the performance bond in the amount of \$78,140.00 to the developer.

B.01.08

Approved

See Recommendation OW-207-86 (D. Cook)



August 11, 1986

6. Report dated July 15, 1986, from the Commissioner of Engineering & Works with respect to the assumption of municipal services constructed by 423312 Ontario Limited, Plan M-388, located north of Burnhamthorpe Road and east of Tomken Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal services constructed by 423312 Ontario Limited, under the terms of the Engineering Agreement for Plan M-388, located north of Burnhamthorpe Road and east of Tomken Road.
- (b) That the City Treasurer be authorized to release the Letters of Credit for Plan M-388, currently valued at \$35,110.44 and \$2,960.00.
- (c) That a by-law be enacted establishing the road allowance with Plan M-388, as a public highway and part of the municipal system of the City of Mississauga.

B.06.388.02

Approved

See Recommendation OW-208-86 (H. Kennedy)

7. Report dated July 16, 1986, from the Commissioner of Engineering & Works in response to a letter dated May 6, 1986, from the City of Etobicoke regarding the dumping of garbage along the Etobicoke Creek between Dundas Street and The Queensway (Request for Report 107-86). Staff have visited the site with the M.T.R.C.A. and confirmed the dumping of at least six piles of construction debris on a site which is presently under development. Subsequently staff have advised the owners of the land, Runnymede Development Corporation to make arrangements for the removal of the said garbage by June 30, 1986. Staff recently visited the site and the works have not been undertaken.

RECOMMENDATION:

- (a) That the City make arrangements for the removal of the construction debris along the Etobicoke Creek between Dundas Street and The Queensway, and the reinstatement of any disturbed ground, should the developer, Runnymede Development Corporation, not complete these works by August 30, 1986.
- (b) That all costs incurred by the City to undertake the clean-up be drawn from the Developer's Letter of Credit, Runnymede Development Corporation.

August 11, 1986

- (c) That a copy of the report dated June 10, 1986 from the Commissioner of Engineering and Works regarding the dumping of garbage along the Etobicoke Creek between Dundas Street and The Queensway be forwarded to the City of Etobicoke and the Metropolitan Toronto and Region Conservation Authority for their information.

OZ/24/84  
F.05.04.01

Approved

See Recommendation OW-209-86 (L. Taylor)

8. Report dated July 25, 1986, from the Commissioner of Engineering & Works in response to a letter dated May 29, 1986, from Mr. L.E. Crisp of 1222 Bloor Street East regarding sidewalk snow plowing (Request for Report 142-86).

The sidewalk on Bloor Street between Dixie Road and Tomken Road has been classified as a priority sidewalk for winter maintenance. This provides plowing and sanding service for the many pedestrians that utilize this sidewalk. The report addresses the comments regarding the ice left by the plow, the damage which occurs to various items adjacent to sidewalks, the purchase of additional equipment to improve the service, and the training program for winter maintenance operators.

RECOMMENDATION:

That no change be made to the City's Policy for Sidewalk Plowing and Sanding with respect to the winter maintenance on Bloor Street between Dixie Road and Tomken Road.

F.05.03.02

Approved

See Recommendation OW-210-86 (D. Cook)

9. Report dated July 31, 1986, from the Commissioner of Engineering and Works with respect to the installation of sidewalks in new residential subdivisions (Request for Report 155-86).

Mr. Taylor outlines the current Sidewalk Policy adopted on October 11, 1977, noting the policies to determine the sidewalk locations within new developments:

- i) On local streets, sidewalks will be required on one side only.
- ii) Cul-de-sacs which service single-family and/or semi-detached dwellings only, will not require a sidewalk on either side.
- iii) Cul-de-sacs which service developments other than single-family or semi-detached dwellings, such as on-street townhouses, condominiums, row-housing, etc. will require a sidewalk on one side of the street.

August 11, 1986

- iv) A sidewalk will be required on one side of the cul-de-sac where the sidewalk will form part of the walkway system.

This policy is generally a good one being both fair and reasonable, and in the overall best interests of the community.

The only portion he would suggest be changed is to delete part iv) - if in a specific area a walkway is required, that fact will be reported at the time of the approval of the Servicing Agreement.

The actual installation of the sidewalk in new developments is often left as one of the last items to be completed and normally is installed prior to the lot sodding and grading. In the past, sidewalks have been less satisfactorily installed earlier in the development process. The primary reason to delay sidewalk construction as long as possible is to minimize the damage which occurs during the house building operations. Earlier installation of the sidewalk typically results in numerous repairs being required.

The City has the power to require earlier construction of the sidewalks but it must be recognized that this would increase the developers cost both to protect the sidewalk during the house construction and also to repair any damages caused. Moreover it may not solve the current problem as most houses are now bought prior to any site construction with a result that purchasers cannot view the completed streetscape before deciding to purchase.

If a sidewalk is proposed by residents for deletion then we feel that the procedure and requirements for deletion should be set out in writing to provide guidance to the staff and the residents involved. Until recently the informal policy in use was that unless the request for deletion was unanimous, the sidewalk would be installed as shown in the development agreement. This was based on the logic that all purchasers bought houses on the basis of a sidewalk being installed and therefore had paid their share of the cost and were entitled to receive that service already paid for.

Other suggestions would vary the necessary percentage of requests for deletion down to a simple majority of homeowners.

He suggests that the major reason for the recent large number of requests for sidewalk deletion is the effect that the sidewalk has on the parking of cars within the individual driveways. Normally cars cannot be parked end to end in front of the garage where sidewalks exist, thereby limiting the off-street parking to two or four cars depending whether it is a single or double driveway. (Assuming that garages are used).



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This effect could be reduced if the sidewalk were placed adjacent to the curb. However, the Engineering Department does not recommend this as it creates other problems such as snow clearing, driveway depressions in the sidewalk causing for an uneven sidewalk walking surface, safety of young children playing directly adjacent to the roadway and the effect of a sidewalk on the other utilities located within the right-of-way, many of which do not wish to be located directly underneath the sidewalk for access reasons.

Another way to reduce the parking effect is to allow more and longer on-street parking on local residential streets and cul-de-sacs. Discussions on this item are currently before Council. He summarizes that :

1. The requirement for a sidewalk on a cul-de-sac forming part of a walkway system (part d) iv)) be deleted from the Sidewalk Policy.
2. The remaining current Sidewalk Policy is reasonable and should be endorsed.
3. Requests for deletion of sidewalks in residential subdivisions be approved by the Commissioner of Engineering and Works where 100% of the affected residents request the sidewalk's deletion.
4. Where sidewalks are installed that they be placed in the standard right-of-way location being 1 m inside of the right-of-way limit.

RECOMMENDATION:

- (a) That General Committee Recommendation 279-84 (adopted by Council on March 7, 1984) outlining the current Sidewalk Policy, be amended to delete part (iv).
- (b) That the policy, as amended, be used as a standard for determining sidewalk requirements in new residential developments.
- (c) That requests for deletion of sidewalks within new subdivisions be approved by the Commissioner of Engineering and Works only where 100% of the affected residents specifically request the sidewalk deletion.
- (d) That where sidewalks are installed in new subdivisions that they be placed in the standard right-of-way location.

F.05.02  
J.05.86014

Approved

See Recommendation OW-211-86 (L. Taylor)

10.

Report dated July 30, 1986, from the Commissioner of Engineering and Works with respect to the upgrading of Rockhill Road/Bayswater Crescent, approved during the 1986 Capital Budget Review, and upgrading works required on Morning Star Drive and Darcel Avenue.

August 11, 1986

Mr. Taylor reviews the funding for this project.

During a July 9, 1986, Council Bus Tour of roads in the northern sector of Mississauga, it was determined that a "higher need" priority should be assigned to (a) Morning Star Drive from Goreway Drive to Darcel Avenue and (b) Darcel Avenue from Dunrankin Drive to Netherbrae Road. Both Morning Star Drive and Darcel Avenue are in greater need of repair than the approved Rockhill Road/Bayswater Crescent project.

He requests that the budget funds approved in 1986 for the Rockhill Road/Bayswater Crescent project be transferred to allow for the improvements and resurfacing of Morning Star Drive and Darcel Avenue. Rockhill Road/Bayswater Crescent should be deleted from the 1986 Capital Programme and considered as a potential project in a future programme.

He proposes a budget for the Morning Star Drive/Darcel Avenue project, and advises that, subject to approval, the works will be carried out and incorporated as part of the Asphalt Resurfacing Contract.

RECOMMENDATION:

- (a) That the Rockhill Road/Bayswater Crescent project in the 1986 Capital budget be deleted and the net City funding of \$82,000 be returned to the unallocated balance of the Capital Reserve fund.
- (b) That the improvements to the road system of Morning Star Drive from Goreway Drive to Darcel Avenue and Darcel Avenue from Dunrankin Drive to Netherbrae Road be approved as a part of the 1986 Capital Programme at a budget of:

<u>GROSS</u> <u>COST</u>	<u>SUBSIDY</u>	<u>NET CITY</u> <u>COST</u>	<u>RECOVERY</u>
\$138,000	\$56,000	\$82,000	Nil

and, that the net City's cost in the amount of \$82,000 be allocated from the unallocated balance of the Capital Reserve Fund.

- (c) That by-laws be passed to reallocate funding as noted above.

J.05.86019

Approved

See Recommendation OW-212-86 (L. Taylor)

11.

Report dated July 31, 1986, from the Commissioner of Engineering & Works pursuant to notification by Councillor H. Kennedy that the residents of Tenth Street are experiencing traffic congestion due to parked vehicles.

August 11, 1986

The residents have stated that parking has reached the extent that emergency vehicles would have trouble getting through.

The Engineering Department has received similar calls from other residents experiencing the same problem and concurs that prohibitive signs, erected on the north side of Tenth Street, will help eliminate congestion.

RECOMMENDATION:

That a by-law be passed to amend Traffic By-law 444-79, as amended, to prohibit parking on the north side of Tenth Street from the east limit of the roadway to the west limit of the roadway.

F.06.04.02

Approved

See Recommendation OW-213-86 (H. Kennedy)

12.

Report dated July 31, 1986, from the Commissioner of Engineering & Works with respect to parking congestion on Seneca Avenue at Tecumseh Avenue, pursuant to a complaint by Mrs. Green, 27 Tecumseh Avenue.

An investigation revealed that overflow vehicles from the apartment complex on Seneca Avenue, north of Lakeshore Road, park on both sides of Seneca Avenue encroaching on the intersection of Tecumseh Avenue, Mrs. Green's driveway, and the driveway to the car wash on Lakeshore Road. As you know this restricts sight lines at the intersection and at the two driveways. Also, parking on both sides of Seneca Avenue causes congestion as there are many vehicles turning at this location due to the close proximity to the intersection, the apartment and a driveway to a convenience store.

Therefore, the Engineering Department proposes to prohibit parking on the west side of Seneca Avenue from Lakeshore Road to Tecumseh Avenue. This, along with a 15m (50') corner restriction on the northwest corner of Seneca Avenue and Tecumseh Avenue will increase sight lines and eliminate traffic congestion. This proposal will only eliminate three (3) legal parking spots. We do not feel this is critical as it is mainly through convenience that vehicles from the apartment are parking on Seneca Avenue.

RECOMMENDATION:

- (a) That a by-law be passed to amend Traffic By-law 444-79, as amended, to prohibit parking on the west side of Seneca Avenue from Lakeshore Road east to Tecumseh Avenue.
- (b) That 15m corner parking restrictions be installed on Tecumseh Avenue west of Seneca Avenue in accordance with the general provisions of Traffic By-law 444-79.

F.06.04.02

Approved

See Recommendation OW-214-86 (D. Cook)



13. Report dated July 24, 1986, from the Commissioner of Engineering & Works with respect to housekeeping changes to Traffic By-law 444-79, as amended, regarding through highways on South Service Road and York Street.

RECOMMENDATIONS:

That a by-law be passed to amend Traffic By-law 444-79, as amended, to implement housekeeping changes with respect to through highways on South Service Road and York Street.

F.06.04.01

Approved

See Recommendation OW-215-86 (L. Taylor)

14. Report dated August 5, 1986, from the Commissioner of Engineering & Works with respect to the Greater Toronto Area Transportation Planning Forum, July 15, 1986.

Mr. Taylor attached:

1. The meeting notes of July 15, 1986, including the Draft Terms of Reference.
2. The Deputy Minister's comments.
3. The Agenda, etc., for the July 15, 1986 Forum.

The reason for the establishment of this Transportation Forum is to review all of the transportation problems for this area with the affected Municipalities including costs and to try and set up a Priority List in which the work can be carried out due to the fact that there is not enough money to carry out all of the 'Wish' List.

In the meeting notes under Item 6, Initiatives under Review, it is noted that the following proposals have been included for Mississauga: Eglinton Avenue, Derry Road/Hwy 401 underpass, Hwy 403 arterial extension, the Busway, and Mavis Road from Eglinton Avenue northerly. The latter was added by the Region at the meeting and it is felt that this additional item is a much lower priority from the City of Mississauga's standpoint than such facilities as the interchange of Rathburn Road at Hwy 10, the north and south grade separations at Torbram Road and the CNR, the interchange of Matheson and Renforth, the construction of Matheson from Dixie Road including a bridge over the Etobicoke Creek, the grade separation of Glen Erin Drive and Hwy 403, and the interchange of Courtney Park Drive and Hwy 410.

RECOMMENDATION:

- (a) That the Greater Toronto Area Transportation Review Committee be advised that the following unfunded projects are Mississauga's priorities:
- 1) Eglinton Avenue from Hwy 10 westerly
  - 2) Hwy 403 arterial extension from Cawthra Road to Eglinton Avenue
  - 3) Mississauga Busway
  - 4) Interchange of Rathburn Road and Hwy 10
  - 5) Interchange of Courtney Park Drive and Hwy 410.
2. That the City of Mississauga endorses the following Regional projects only for the City of Mississauga:
- 1) Derry Road/Hwy 401 underpass
  - 2) Queensway widening.

In response to a question the Commissioner of Engineering and Works advised that certainly the Eglinton Avenue project from Highway 10 westerly is number one priority however the other four projects are not listed in any particular order of priority.

Councillor Taylor noted that the busway and the extension of the Highway 403 arterial could not be constructed prior to the interchange of Rathburn Road and Highway 10 and recommended the projects be listed accordingly. The motion, as amended, was voted on and carried.

D.01.04

Amended

See Recommendation OW-216-86 (L. Taylor)

15. Report dated July 22, 1986, from the Commissioner of Engineering & Works in response to direction that the Engineering and Works Department contact the three Business Improvement Areas regarding your proposal to place litter containers in these areas. Representatives of the Associations responded that they were not interested in the placement of the cast aluminum containers on the streets within their respective business areas.

RECOMMENDATION:

That no further action be taken with respect to the proposal by Ecolad Corporation to place cast aluminum litter containers on City streets.

F.05.04.04

Approved

See Recommendation OW-217-86 (H. Kennedy)

16. Report dated July 3, 1986, from the Commissioner of Engineering & Works in response to a petition dated May 28, 1986 which was submitted to Council by the residents of Beechwood Avenue/Richie Crescent requesting upgrading of the existing road system (Request for Report 145-86).

Both Beechwood Ave./Richie Crescent are identified as a 'now need' in the Major Road Needs Study, 1985 Major Update but have not been scheduled into a construction year due to higher priority assignments of other local roads.

The Region of Peel is completing the replacement of new sanitary sewers, watermain and house connections on both Beechwood Avenue and Richie Crescent. The retrofit of the road surface in the Region's contract is identified as the replacement of disturbed trench with surface treatment.

The Engineering Department has negotiated a transfer of funds from the Region's Servicing Contract and will be placing a hot-mix asphalt base on both road allowances. Next year, a hot-mix asphalt surface will be applied as part of the Resurfacing Contract to complete the last phase of improvement works in the area.

RECOMMENDATION:

- (a) That the Hot-Mix Base Course Asphalt (HL-6) be applied to Beechwood Avenue/Richie Avenue as part of the 1986 Asphalt Resurfacing Contract with funding derived from the Region's restoration item (\$15,000.00) of their Servicing Contract and that both streets be included in the 1987 Asphalt Resurfacing Contract for Top Course Asphalt installation (HL-3).
- (b) That Mr. Les Pejsa of 953 Beechwood Avenue be informed of the upgrading and improvement works to be implemented in the 1986 and 1987 Asphalt Resurfacing Programmes.

F.03.02

Approved

See Recommendation OW-218-86 (L. Taylor)

17. Report dated July 3, 1986, from the Commissioner of Engineering & Works in response to a request for clarification regarding funding of the Asphalt Resurfacing Contract and whether the difference in the amount tendered and the estimate for this contract would be applied to other streets in the City.

Council reviewed the 1986 Asphalt Resurfacing Programme during budget review and approved a gross expenditure of \$1,462,900.00. This figure includes the contract costs provided by the low tenderer, Ontario Paving Co. Ltd. in the amount of \$1,344,670.00 as well as all engineering and administration charges. The overall asphalt resurfacing budget also includes an amount of approximately \$70,000.00 assigned to surface treat various lines which display severe distress in their running surface.



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During the execution of the contract, the actual quantity of the work to retrofit the road system in relationship to that detailed in the estimate is dependant on the field conditions encountered. It is quite normal to expect a 5% variation in the final charges during the term contract.

The 1986 Asphalt Resurfacing Programme funding will be totally utilized in the current year. A subsequent financial update is to be presented and possible further roads being introduced or the programme held due to funding expenditures.

RECOMMENDATION:

That the report dated June 30, 1986, from the Commissioner of Engineering & Works regarding the 1986 Asphalt Resurfacing Contract be received for information.

K.03.01

Approved

See Recommendation OW-219-86 (L. Taylor)

18. Report dated July 31, 1986, from the Commissioner of Engineering & Works regarding a resurfacing project at the Credit Valley Fruit Market, 1212 Dundas Street West, under rezoning application OZ-7-84.

In the original comments for the subject rezoning, the Engineering Department estimated that the road improvements for Dundas Street West to provide for a left turn lane to be \$49,890.00. Based on the site area of .55 ha (1.36a), \$12,032.67 was received as a Major Road Improvement Levy and coupled with a cash contribution of \$37,857.33, the total payment for the Dundas Street works was accommodated by the Fruit Market.

Road works have been included in the Asphalt Resurfacing Contract and will comment shortly.

The levy amount of \$12,032.67 is required to accommodate the above noted widening works in front of the Market.

RECOMMENDATION:

- (a) That \$12,032.67 be transferred from the Major Road Improvement Levy Account to the 1986 Asphalt Resurfacing Contract (12 241 86021) for the left turn lane and widening improvements on Dundas Street West at the Credit Valley Fruit Market, 1212 Dundas Street West.
- (b) That a by-law be passed to authorize the transfer of these funds.

OZ-7-84

K.03.01

Approved

See Recommendation OW-220-86 (L. Taylor)

August 11, 1986

19. Report dated July 10, 1986, from the Commissioner of Engineering & Works regarding the reconstruction and sidewalk installation on Trotwood Avenue from Orano Avenue to the South Service Road. A petition was submitted to Council by the area residents fronting on Trotwood Avenue requesting consideration of the installation of a concrete sidewalk on both sides of the roadway and the reconstruction of Trotwood Avenue to a curb and gutter road section including storm sewers, streetlight update and the elimination of side ditches.

Trotwood Avenue is identified in the City of Mississauga "Road Needs Study, Major Update - 1985". The road is classified as a "1 to 5 year need", Priority No. 10 and, as a result, bears a low overall rating when compared to the numerous "Now Need" road systems within the City boundaries.

Trotwood Avenue will be considered as a potential candidate for upgrading in one of the 1987 Current Programmes during the fall review. Trotwood Avenue is not in the present ten (10) year capital forecast and based on the findings of a recent site inspection should not be slated as a complete reconstruction programme.

The Engineering Department has prepared a 'sidewalk data sheet' with all pertinent information noted therein, and requested inclusion and consideration by Traffic Safety Council. Should approval be received from Traffic Safety Council, the walk will be included as part of the 1987 Sidewalk Construction Programme - Local Street Category.

**RECOMMENDATION:**

- (a) That Trotwood Avenue from Orano Avenue to the South Service Road not be considered as a candidate for full reconstruction due to the low overall priority of this road as identified in the 1985 Road Needs Study;
- (b) That consideration be given to include Trotwood Avenue from Orano Avenue to the South Service Road as a possible project in one of the 1987 Current Programmes;
- (c) That the Traffic Safety Council consider the need for a concrete safety walk on one side of Trotwood Avenue from Orano Avenue to the South Service Road as part of the 1987 Concrete Sidewalk Programme;
- (d) That Mr. & Mrs. V. Valentino of 1335 Trotwood Avenue, Mississauga, Ontario be advised of the foregoing recommendations.

J.05.85045

**Approved**

See Recommendation OW-221-86 (H. Kennedy)

20. Report dated June 25, 1986, from the Commissioner of Engineering & Works with respect to the reconstruction of Mill Street scheduled for the Summer of 1986. As part of the project, the road will be closed at Main Street and a cul-de-sac constructed at this location.

In conjunction with the reconstruction, the existing one-way designation will require removal permitting the movement of two-way traffic. Also, in view of the sub-standard right-of-way and 22 foot road section, the area residents have requested the prohibiting of parking on one side of Mill Street.

Mill Street has been reviewed and a parking prohibition should be implemented on the north side between Church Street and the east limit of the road since there appears to be less available on-street parking space on this side of the street and poor sight lines.

RECOMMENDATIONS:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended:

- (i) to delete the one way designation on Mill Street;
- (ii) to prohibit parking on the north side of Mill Street between Church Street and the east limit of the road;
- (iii) to authorize the closure of Mill Street where it intersects with Main Street.

J.05.86016  
F.02.04.03

Approved

See Recommendation OW-222-86 (T. Southorn)

21. Report dated July 4, 1986, from the Commissioner of Engineering & Works regarding the feasibility of reducing the existing speed limit from 80 km/h to 60 km/h on Hurontario Street from Highway 403 to Eglinton Avenue.

Vehicle speed studies were conducted and the results are as follows:

Southbound a.m.	85%ile - 79.5 km/h
Southbound p.m.	85%ile - 80.2 km/h
Northbound a.m.	85%ile - 72.9 km/h
Northbound p.m.	Saturated



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The 85th percentile is generally referred to as the critical speed, and drivers exceeding the 85th percentile speed are considered to be driving faster than is safe under existing conditions. From the results of this study motorists are travelling at a speed with which they feel comfortable under existing conditions and therefore a reduction in speed is not required at this time. These speed studies were, however, completed prior to the installation of the traffic signals at the intersection of Hurontario Street and Kingsbridge Garden Circle.

In this regard, once motorists adapt to this change, this Department will again monitor vehicle speeds on Hurontario Street.

RECOMMENDATION:

That the speed limit on Hurontario Street between Eglinton Avenue and Highway 403 remain at the posted speed of 80 km/h and that the motor vehicle speed on this section of Hurontario Street continue to be monitored.

Councillor Taylor noted that the Square One Mall is the prime shopping area for the residents in this subdivision yet there is not pedestrian link to the Centre. The Commissioner advised that they could look at the construction of a sidewalk on the west side of Hurontario Street southerly to the City Centre in the 1987 program. The motion, as amended, was voted on and carried.

F.06.04.10

Amended

See Recommendation OW-223-86 (L. Taylor)

22.

Report dated July 11, 1986, from the Commissioner of Engineering & Works in response to a request by Mr. V. Torrieri, 3199 Lednier Terrace that 'no parking anytime' signs be installed on Lednier Terrace. Mr. Torrieri is concerned with the potential for vehicle/pedestrian conflict due to the large amount of on-street parking. Conditions are worse during winter months when travelling around the crescent is often very difficult due to the snow banks and parked vehicles.

A parking prohibitions can be supported on the inside of the crescent in an effort to reduce congestion recognizing that this will greatly reduce the number of on-street parking spaces, however, every house on Lednier Terrace has over 200% on-site parking available and, it is only through convenience that excessive parking is occurring on the street.

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RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on the inside of Lednier Terrace.

F.06.04.02

Approved

See Recommendation OW-224-86 (L. Taylor)

23.

Report dated July 14, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M624 and 43M627.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M624 and 43M627.

F.06.04.01

Approved

See Recommendation OW-225-86 (T. Southorn)

24.

Report dated July 14, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M492 and 43M595.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M492 and 43M595.

F.06.04.01

Approved

See Recommendation OW-226-86 (T. Southorn)

25.

Report dated July 14, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M622.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plan 43M622.

F.06.04.01

Approved

See Recommendation OW-227-86 (T. Southorn)

26. Report dated July 14, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M633.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M633.

F.06.04.01

Approved

See Recommendation OW-228-86 (T. Southorn)

27. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M639 and 43M640.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M639 and 43M640.

F.06.04.01

Approved

See Recommendation OW-229-86 (T. Southorn)

28. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M654, 43M655, 43M656 and 43M657.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M654, 43M655, 43M656 and 43M657.

F.06.04.01

Approved

See Recommendation OW-230-86 (T. Southorn)



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29. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M664.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plan 43M664.

F.06.04.01

Approved

See Recommendation OW-231-86 (T. Southorn)

30. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M669.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M669.

F.06.04.01

Approved

See Recommendation OW-232-86 (T. Southorn)

31. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M662.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M662.

F.06.04.01

Approved

See Recommendation OW-233-86 (T. Southorn)

32. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M648.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M648.

F.06.04.01

Approved

See Recommendation OW-234-86 (T. Southorn)

33. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M642.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M642.

F.06.04.01

Approved

See Recommendation OW-235-86 (T. Southorn)

34. Report dated July 21, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M589.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M589.

F.06.04.01

Approved

See Recommendation OW-236-86 (T. Southorn)

35. Report dated July 23, 1986, from the Commissioner of Engineering & Works to establish through highway designations within Plans 43M632.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M632.

F.06.04.01

Approved

See Recommendation OW-237-86 (T. Southorn)

36. Report dated July 22, 1986, from the Commissioner of Engineering & Works in response to a request by the residents of Greenoaks Drive for permission to close a portion of this roadway for a street party on Thursday, August 21, 1986 between the hours of 8:00 p.m. and 11:30 p.m. These residents have closed this portion of Greenoaks Drive in the past for Hospital Auxiliary events, and the event was completed problem-free. In this regard, the Engineering Department has no objection to this proposal subject to satisfaction of the usual conditions for special events.

RECOMMENDATION:

- (a) That the residents of Greenoaks Drive be granted permission to close a portion of Greenoaks Drive for a street party on Thursday, August 21, 1986 between the hours of 8:00 a.m. and 11:30 p.m. subject to the following conditions:
  - (i) That a road closure permit be completed with the Engineering Department at least five days prior to the event;
  - (ii) That a 'hold harmless' agreement be signed with the City stating that the applicant is responsible for their own liability incurred as a result of their activities.
  - (iii) That the applicant obtain and return at their own expense, road closed signs and/or barricades.
- (b) That a by-law be enacted authorizing the temporary closure of a portion of Greenoaks Drive on Thursday, August 21, 1986 for a street party.

F.02.04.04

Approved

See Recommendation OW-238-86 (D. Cook)



37. Report dated July 21, 1986, from the Commissioner of Engineering & Works in response to a request of the homeowners on Middleshire Drive for permission to close Middleshire Drive for the purpose of a street party on Saturday, August 16, 1986 between 4:00 p.m. and 1:00 a.m. In case of inclement weather, a rain date of August 30, 1986 has been requested. The petition requests permission to close the roadway in its entirety since the street party will involve almost all of the residents. The Engineering Department has no objections to this request provided access is maintained for those residents not participating, and provided that the usual conditions for special events are satisfied.

RECOMMENDATION:

- (a) That the residents of Middleshire Drive be granted permission to close Middleshire Drive on Saturday, August 16, 1986 or rain date Saturday, August 30, 1986 between the hours of 4:00 p.m. and 1:00 a.m. for a street party, subject to the following conditions:
- (i) That a road closure permit be completed with the Engineering Department at least five days prior to the event.
  - (ii) That a 'hold harmless' agreement be signed with the City stating that the applicant is responsible for their own liability incurred as a result of their activities.
  - (iii) That the applicant obtain and return, at their own expense, road closure signs and/or barricades.
- (b) That a by-law be enacted authorizing the temporary closure of Middleshire Drive on Saturday, August 16, 1986, rain date Saturday, August 30, 1986 for a street party.

F.02.04.04

Approved

See Recommendation OW-239-86 (D. Cook)

38. Report dated July 29, 1986, from the Commissioner of Engineering & Works in response to a request of the homeowners on Eastridge Road for permission to close a portion of Eastridge Road for the purpose of a street party on Saturday, September 6, 1986 between 3:00 p.m. and 1:00 a.m. In case of inclement weather, a rain date of September 13, 1986 has been requested. The Engineering Department has no objections to this request subject to the usual conditions for special events.

August 11, 1986

RECOMMENDATION:

- (a) That Mr. Eric Berge and the residents of Eastridge Road be granted permission to close a portion of Eastridge Road (north of Valencia Road) for the purpose of a street party on Saturday, September 6, 1986 between 3:00 p.m. and 1:00 a.m. (rain date of September 13, 1986), subject to the following conditions:
- (i) That a road closure permit be completed with the Engineering Department at least five days prior to the event.
  - (ii) That a 'hold harmless' agreement be signed with the City stating that the applicant is responsible for their own liability incurred as a result of their activities.
  - (iii) That the applicant obtain and return, at their own expense, road closure signs and/or barricades.
- (b) That a by-law be enacted authorizing the temporary closure of that portion of Eastridge Road north of Valencia Road for the purpose of a street party on Saturday, September 6, 1986 between 3:00 p.m. and 1:00 a.m. (rain date of September 13, 1986).

F.02.04.04

Approved

See Recommendation OW-240-86 (D. Cook)

39.

Report dated July 11, 1986, from the Commissioner of Engineering & Works regarding the duplication of street names - Princess Street (Malton), Princess Street (Streetsville). Since the residents of Princess Street in Malton objected strongly to having their street name changed, Councillor Southorn approached the residents of Princess Street in Streetsville to determine their reaction to renaming this street.

In May 1986, 25 questionnaires with a return mail form were sent to the residents. Ten replies were received with five in favour of a change and five opposed. Councillor Southorn suggested Princess Lane be submitted to the Street Names Committee as a possible name change for Princess Street in Streetsville.

The Region of Peel Street Names Committee considered that the change of the name from Street to Lane would not help the present confusion.

RECOMMENDATION:

That neither Princess Street (Malton) nor Princess Street (Streetsville) be renamed until a distinctly different name can be agreed upon for one of these streets.

Councillor Southorn recommended that he consult with the Streetsville Historical Society to determine if an alternate name could be found for the Streetsville Princess Street. The motion as amended was voted on and carried.

F.02.07

Amended

See Recommendation OW-241-86 (T. Southorn)

40.

Report dated July 11, 1986, from the Commissioner of Engineering & Works with respect to renaming Winged Foot Crescent. Winged Foot Crescent is a new street north of Rathburn Road and east of Tomken Road. Most of the homes on the street are presently being constructed with occupancy expected in early Fall 1986. There are 53 lots on the street and seventeen of the homeowners have presented a petition requesting that Winged Foot Crescent be renamed.

The residents presented several alternate street names to the City. The Region of Peel Street Names Committee at their meeting of July 9, 1986, considered these names and approved Starlight Crescent as an alternative street name.

RECOMMENDATION:

That steps be undertaken to rename Winged Foot Crescent to Starlight Crescent and that Ventro Construction be instructed to provide new street signs and notify the homeowners of the change.

B.06.632.02

F.02.07

Approved

See Recommendation OW-242-86 (H. Kennedy)

41.

Report dated July 10, 1986, from the Commissioner of Engineering & Works with respect to Stavebank Road. The City has undertaken to convey part of Lot 11, Conc. 1, S.D.S. Part 9, Plan 43R-9333 to Marpal Properties, dividing the part of the road north of Paisley Avenue. Marpal Properties has proposed to create a new cul-de-sac connecting to Morrison Avenue. The section of Stavebank north of Part 9 and south of Morrison Avenue has no properties and is presently being closed as a public right-of-way.

The section of Stavebank Road from Morrison to Pollard has become another discontinuous section of Stavebank Road which could create confusion with emergency services. There are 9 homes on this section of Stavebank Road.



Councillor D. Culham suggested that Stavebank Road from Pollard Drive south to the existing Morrison Avenue be renamed Morrison Avenue and agrees to naming the new cul-de-sac Gooderham Court.

RECOMMENDATION:

- (a) That steps be undertaken to rename that portion of Stavebank Road from Pollard Drive to the existing Morrison Avenue to Morrison Avenue and that the street be double signed for six months.
- (b) That Stavebank Road from Paisley Avenue north to Part 9 Plan 43R-9333 and the proposed road connecting Stavebank Road to Morrison Avenue be named Gooderham Court.

F.02.07

Approved

See Recommendation OW-243-86 (H. Kennedy)

42.

Report dated July 10, 1986, from the Commissioner of Engineering & Works regarding propose street name change. Councillor Culham has requested that Region of Peel Street Name Committee consider Glen Sharon Drive as a proposed name for the section of Queensway West from Mavis Road to Glengarry Road.

Glen Sharon Drive was presented to the Region Street Name Committee at their July 9, 1986 meeting and refused because of its possible confusion with Glencairn Square, an existing street in Brampton.

RECOMMENDATION:

That Queensway West from Mavis Road to Glengarry Road not be renamed Glen Sharon Drive.

At the request of Councillor Culham, Councillor Cook recommended that this matter be referred to the Ward Representative for further consideration. This motion was voted on and carried.

F.02.07

Amended

See Recommendation OW-244-86 (D. Cook)

August 11, 1986

43. Report dated July 11, 1986, from the Commissioner of Engineering & Works with respect to proposed street names for Proposed Plan of Subdivision T-80047 (Rogers Telecommunications Limited. The Planning Management Group Limited have submitted the following proposed street names for this plan:

Adwell Crescent  
Bateau Court  
Chapman Street  
Daneshill Court  
Erskine Crescent  
Grandcove Circle  
Rushton Gate

The submission was reviewed by the Region of Peel Street Names Committee on July 9, 1986 and the following names were approved.

Adwell Crescent  
Bateau Court  
Chapman Street  
Daneshill Court  
Erskine Crescent  
Grandcove Circle

Rushton has previously been assigned to another street.

RECOMMENDATION:

That the following street names be approved for use in Rogers Telecommunications Limited Subdivision T-80047:

Adwell Crescent  
Bateau Court  
Chapman Street  
Daneshill Court  
Erskine Crescent  
Grandcove Circle

Councillor Taylor recommended that this report be referred to him as Ward Representative for further consideration. This motion was voted on and carried.

T-80047  
F.02.07

Amended

See Recommendation OW-245-86 (L. Taylor)

44. Report dated July 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing with respect to an application from a homeowner for assistance under the Termite Control By-law 741-81. The cost of the treatment has been estimated at \$325.00 and the City's share would be 50%.

RECOMMENDATION:

That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated July 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07

Approved

See Recommendation OW-246-86 (D. Cook)

45. Report dated July 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing with respect to an application from a homeowner for assistance under the Termite Control By-law 741-81. The cost of the treatment has been estimated at \$250.00 and the City's share would be 50%.

RECOMMENDATION:

That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated July 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07

Approved

See Recommendation OW-247-86 (D. Cook)

46. Report dated July 3, 1986, from the City Clerk with respect to a request by Rogers Cable TV Limited that the City grant a permanent easement over all of Blocks 73 (3m pedestrian walkway), 76 and 77 (future widening of Eglinton Avenue West) located on the south side of Eglinton Avenue, west of Mississauga Road. The Engineering Department has no objection to the location and granting of the permanent easement to Rogers Cable for its facilities.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Grant of Easement between The Corporation of the City of Mississauga and Rogers Cable TV Limited over all of Blocks 73, 76 and 77 on Registered Plan 43M-600 located on the south side of Eglinton Avenue West, west of Mississauga Road.

B.06.600.06

Approved

See Recommendation OW-248-86 (L. Taylor)



August 11, 1986

47. Letter dated July 8, 1986, from Mr. J.S. Gourley, Manger of Water Resources for the Credit Valley Conservation Authority in response to request by Councillor S. Mahoney that the Authority investigate an erosion problem on the Loyalist Creek at Thorn Lodge Drive. The site was inspected on June 27, 1986, at which time bank erosion was noted on both sides of the Creek and from a preliminary inspection the rear yards of five or six homes between Liruma Road and downstream of Thorn Lodge Drive appear to be affected.

The bank erosion is significant although the Creek is a fair distance from residential structures and is not considered to be serious enough to warrant financial assistance from the Authority at this time due to the limited amount of Provincial funding available. However, the problem should be addressed soon as it may continue to regress and eventually require expensive remedial works.

Councillor Mahoney requested that this letter be placed on the agenda for discussion.

At the suggestion of the Commissioner of Engineering and Works, this matter was referred to the Department for consideration in 1987 Capital Budget.

A.02.05.03.01

See Recommendation OW-249-86 (T. Southorn)

48. Report dated July 31, 1986, from the Commissioner of Engineering & Works, with respect to the Coroner's Jury Vertise pursuant to an inquest into the death of Pasquale Spiniello as a result of an automobile accident on Stavebank Road north of Paisley Boulevard (Request for Report 129-86).

Mr. Spiniello died on August 23, 1986, having been thrown from a "fast moving car" which failed to negotiate a turn in Stavebank Road, north of Paisley Boulevard.

The Coroner's Jury made 12 recommendations, 1 being related to the City of Mississauga:

An "S curve" sign should be posted prior to the S curve on Stavebank Road, near Paisley Boulevard and the road should have centre markings.

Mr. Taylor reviews the results of an indepth of the area by the Traffic Section, noting that that section of the road has now been closed.

RECOMMENDATION:

That the Chief Coroner of Ontario be advised that as the result of residential development in the area, the section of Stavebank Road north of Paisley Boulevard has now been closed.

A.02.04.03.01  
G.03.85082

Approved

See Recommendation OW-250-86 (T. Southorn)

The following additional matters were considered by the Committee.

49. Report dated August 7, 1986, from the Commissioner of Engineering & Works with respect to the waiving of Clause 4(c), Schedule 'C' of the Engineering Agreement for Humbergrove Subdivision, Plan 43M-430, located south of the Q.E.W. and east of Indian Road. In accordance with Clause 4(c), Schedule 'C' of the Engineering Agreement for Plan 43M-430, the developer is required to construct the dwellings on Lots 1-9 and Blocks 21 and 22 with 200 square feet front yard privacy areas to shield the dwelling occupants from noise emanating from the Q.E.W. and North Sheridan Way.

The developer, Humbergrove Investments Limited, is in financial arrears and the lots have been sold under power of sale to Family Homes Incorporated who have applied for building permits for same. Recognizing that front yard privacy areas have not proved to be an efficient or desirable method of providing acoustical attenuation, from the homeowner's point of view, the builder has requested that this requirement be waived and that instead a noise attenuation fence and berm be constructed along the rear lot line adjacent to the South Sheridan Way. The department is in agreement with this request and accordingly, the attached Agreement has been prepared and executed by Family Homes Incorporated which covers the following aspects:

- a) deletion of the required front yard privacy areas;
- b) construction of a berm/fence combination along the rear yards of lots 1-9, Blocks 21 and 22 in lieu of a) above;
- c) provision of a Letter of Credit to guarantee construction of the berm/fence;
- d) incorporation of the appropriate noise warning clauses in each and every Agreement of Purchase and Sale.

RECOMMENDATION:

That a By-law be passed authorizing the Mayor and Clerk to execute the Agreement between Family Homes Incorporated and the City with respect to the deletion of front yard privacy areas for Lots 1-9, Blocks 21 and 22, Plan 43M-430, as required in accordance with Clause 4(c), Schedule 'C' of the Engineering Agreement for Humbergrove Investments Limited, located south of the Q.E.W. and east of Indian Road.

M-340

Approved

See Recommendation OW-251-86 (L. Taylor)

50.

Report dated August 8, 1986, from the Commissioner of Engineering & Works in response to a suggestion by Mississauga Clean City Campaign to aid in their education program in the schools that the City purchase 65,000 lapel pins which would read "We Recycle in Mississauga" and which would be in the same shape of a 'Blue Blox' with the lettering on the side.

RECOMMENDATION:

That the Mississauga Clean City Campaign be advised that the City of Mississauga will fund the purchase of 65,000 Lapel Pins with the wording "We Recycle in Mississauga" at a cost not to exceed \$12,200.00 (funds to be provided from the 1986 Current Budget Garbage Collection Account).

F.05.04.06

Approved

See Recommendation OW-252-86 (D. Cook)

Recommendations:

As per Report 9-86

Adjournment:

10:35 a.m.



OPERATIONS AND WORKS COMMITTEE

AUGUST 11, 1986

REPORT 9-86

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its ninth report and recommends:

OW-203-86 That special bus passes be issued to the Dufferin-Peel Roman Catholic Separate School Board and the Peel Board of Education for use by students enrolled in classes for the trainable retarded at a \$5.00 administration fee per pass on the understanding that such passes will be restricted for use between the hours of 9:00 a.m. and 3:00 p.m., Monday to Friday.

D.05.06  
(OW-203-86)

OW-204-86 That a by-law be passed authorizing execution of a Permission to Enter or Enter and Construct Agreement with the Ontario Ministry of Government Services with respect to the construction of the storm sewer inlet structure, channel and berm works by Matthews Group Limited, proposed plan of subdivision T-77060, Phase II, located south of Highway #403 and east of Mavis Road.

T-77060  
(OW-204-86)

OW-205-86 That the report dated July 11, 1986, from the Commissioner of Engineering and Works recommending that a by-law be enacted to authorize execution of a Supplementary License Agreement between The Corporation of the City of Mississauga and Pietro Rinella and Jose Indovina with respect to a sign to be located at 170 Lakeshore Road East (Elmwood Fruit Market) be referred to the Port Credit Business Improvement Area for their comments.

L.09.04.01  
(OW-205-86)

OW-206-86 That the following arrangements be approved with respect to proposed Plans of Subdivision T-78059 and T-25285, Turney Drive and Thomas Street Subdivisions:

- (a) That the requirement for a cash contribution for a sidewalk along Erin Mills Parkway and the realigned Thomas Street be waived;
- (b) That Building Permits be issued prior to the reconstruction of Turney Drive and Thomas Street provided that all services and alternate builders accesses are provided;
- (c) That the City reconstruct Turney Drive and Thomas Street in the year following completion of house construction with all funds to be provided by the Developer.

T-25285  
T-78059  
(OW-206-86)

- OW-207-86
- (a) That the City of Mississauga assume the municipal services constructed by Whitehorn Investments Limited, under the terms of the Engineering Agreement for Plan 43R-2899, located north of Dundas Street East and west of Dixie Road.
  - (b) That the City Treasurer be authorized to draw \$3,823.81 from the \$3,907.00 cash deposit and place \$3,159.01 into Account P.N. 85-157, \$664.80 into the Engineering Fees Account #08610-95-2000 and return \$83.19 to the developer.
  - (c) That the City Treasurer be authorized to release the performance bond in the amount of \$78,140.00 to the developer.

B.01.08  
(OW-207-86)

- OW-208-86
- (a) That the City of Mississauga assume the municipal services constructed by 423312 Ontario Limited, under the terms of the Engineering Agreement for Plan M-388, located north of Burnhamthorpe Road and east of Tomken Road.
  - (b) That the City Treasurer be authorized to release the Letters of Credit for Plan M-388, currently valued at \$35,110.44 and \$2,960.00.
  - (c) That a by-law be enacted establishing the road allowance with Plan M-388, as a public highway and part of the municipal system of the City of Mississauga.

B.06.388.02  
(OW-208-86)

- OW-209-86 (a) That the City make arrangements for the removal of the construction debris along the Etobicoke Creek between Dundas Street and The Queensway, and the reinstatement of any disturbed ground, should the developer, Runnymede Development Corporation, not complete these works by June 30, 1986.
- (b) That all costs incurred by the City to undertake the clean-up be drawn from the Developer's Letter of Credit, Runnymede Development Corporation.
- (c) That a copy of the report dated June 10, 1986 from the Commissioner of Engineering and Works regarding the dumping of garbage along the Etobicoke Creek between Dundas Street and The Queensway be forwarded to the City of Etobicoke and the Metropolitan Toronto and Region Conservation Authority for their information.

OZ/24/84  
F.05.04.01  
(OW-209-86)

- OW-210-86 That no change be made to the City's Policy for Sidewalk Plowing and Sanding with respect to the winter maintenance on Bloor Street between Dixie Road and Tomken Road.

F.05.03.02  
(OW-210-86)

- OW-211-86 (a) That General Committee Recommendation 279-84 (adopted by Council on March 7, 1984) ) outlining the current Sidewalk Policy, be amended to delete part (iv) which reads as follows:

'(iv) A sidewalk will be required on one side of the cul-de-sac where the sidewalk will form part of the walkway system.'

- (b) That the policy, as amended, be used as a standard for determining sidewalk requirements in new residential developments.
- (c) That requests for deletion of sidewalks within new subdivisions be approved by the Commissioner of Engineering and Works only where 100% of the affected residents specifically request the sidewalk deletion.
- (d) That where sidewalks are installed in new subdivisions that they be placed in the standard right-of-way location.

F.05.02  
J.05.86014  
(04-211-86)



August 11, 1986

OW-212-86 (a) That the Rockhill Road/Bayswater Crescent project in the 1986 Capital budget be deleted and the net City funding of \$82,000 be returned to the unallocated balance of the Capital Reserve fund.

(b) That the improvements to the road system of Morning Star Drive from Goreway Drive to Darcel Avenue and Darcel Avenue from Dunrankin Drive to Netherbrae Road be approved as a part of the 1986 Capital Programme at a budget of:

<u>GROSS COST</u>	<u>SUBSIDY</u>	<u>NET CITY COST</u>	<u>RECOVERY</u>
\$138,000	\$56,000	\$82,000	Nil

and, that the net City's cost in the amount of \$82,000 be allocated from the unallocated balance of the Capital Reserve Fund.

(c) That by-laws be passed to reallocate funding as noted above.

J.05.86019  
(04-212-86)

OW-213-86 That a by-law be enacted to amend Traffic By-law 444-79, as amended, to prohibit parking on the north side of Tenth Street from the east limit of the roadway to the west limit of the roadway.

F.06.04.02  
(04-213-86)

OW-214-86 (a) That a by-law be passed to amend Traffic By-law 444-79, as amended, to prohibit parking on the west side of Seneca Avenue from Lakeshore Road east to Tecumseh Avenue.

(b) That 15m corner parking restrictions be installed on Tecumseh Avenue west of Seneca Avenue in accordance with the general provisions of Traffic By-law 444-79.

F.06.04.02  
(04-214-86)

OW-215-86 That a by-law be passed to amend Traffic By-law 444-79, as amended, to implement housekeeping changes with respect to through highways on South Service Road and York Street.

F.06.04.01  
(04-215-86)

OW-216-86 (a) That the Greater Toronto Area Transportation Review Committee be advised that the following unfunded projects are Mississauga's priorities:

- 1) Eglinton Avenue from Hwy 10 westerly
- 2) Interchange of Rathburn Road and Hwy 10
- 3) Mississauga Busway
- 4) Hwy 403 arterial extension from Cawthra Road to Eglinton Avenue
- 5) Interchange of Courtney Park Drive and Hwy 410.

(b) That the City of Mississauga endorse the following Regional projects only for the City of Mississauga:

- 1) Derry Road/Hwy 401 underpass
- 2) Queensway widening.

D.01.04  
(04-216-86)

OW-217-86 That no further action be taken with respect to the proposal by Ecolad Corporation to place cast aluminum litter containers on City streets.

F.05.04.04  
(OW-217-86)

OW-218-86 (a) That the Hot-Mix Base Course Asphalt (HL-6) be applied to Beechwood Avenue/Richie Avenue as part of the 1986 Asphalt Resurfacing Contract with funding derived from the Region's restoration item (\$15,000.00) of their Servicing Contract and that both streets be included in the 1987 Asphalt Resurfacing Contract for Top Course Asphalt installation (HL-3).

(b) That Mr. Les Pejsa of 953 Beechwood Avenue be informed of the upgrading and improvement works to be implemented in the 1986 and 1987 Asphalt Resurfacing Programmes.

F.03.02  
(OW-218-86)

OW-219-86 That the report dated June 30, 1986, from the Commissioner of Engineering & Works regarding the 1986 Asphalt Resurfacing Contract be received for information.

K.03.01  
(OW-219-86)

OW-220-86 (a) That \$12,032.67 be transferred from the Major Road Improvement Levy Account to the 1986 Asphalt Resurfacing Contract (12 241 86021) for the left turn lane and widening improvements on Dundas Street West at the Credit Valley Fruit Market, 1212 Dundas Street West.

(b) That a by-law be passed to authorize the transfer of these funds.

OZ-7-84  
K.03.01  
(04-220-86)

OW-221-86 (a) That Trotwood Avenue from Orano Avenue to the South Service Road not be considered as a candidate for full reconstruction due to the low overall priority of this road as identified in the 1985 Road Needs Study;

(b) That consideration be given to include Trotwood Avenue from Orano Avenue to the South Service Road as a possible project in one of the 1987 Current Programmes;

(c) That the Traffic Safety Council consider the need for a concrete safety walk on one side of Trotwood Avenue from Orano Avenue to the South Service Road as part of the 1987 Concrete Sidewalk Programme;

(d) That Mr. & Mrs. V. Valentino of 1335 Trotwood Avenue, Mississauga, Ontario be advised of the foregoing recommendations.

J.05.85045  
(OW-221-86)

OW-222-86 (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended:

- (i) to delete the one way designation on Mill Street;
- (ii) to prohibit parking on the north side of Mill Street between Church Street and the east limit of the road;

(b) That steps be undertaken to close Mill Street where it intersects with Main Street.

J.05.86016  
F.02.04.03  
(OW-222-86)



OW-223-86 (a) That the speed limit on Hurontario Street between Eglinton Avenue and Highway 403 remain at the posted speed of 80 km/h and that the motor vehicle speed on this section of Hurontario Street continue to be monitored.

(b) That a sidewalk on the west side of Hurontario Street from Kingsbridge Gardens southerly be considered in the 1987 Capital Budget.

F.06.04.10  
(OW-223-86)

OW-224-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on the inside of Lednier Terrace.

F.06.04.02  
(OW-224-86)

OW-225-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M624 and 43M627.

F.06.04.01  
(OW-225-86)

OW-226-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M492 and 43M595.

F.06.04.01  
(OW-226-86)

OW-227-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plan 43M622.

F.06.04.01  
(OW-227-86)

OW-228-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M633.

F.06.04.01  
(OW-228-86)

August 11, 1986

- OW-229-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M639 and 43M640.
- F.06.04.01  
(OW-229-86)
- OW-230-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M654, 43M655, 43M656 and 43M657.
- F.06.04.01  
(OW-230-86)
- OW-231-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plan 43M664.
- F.06.04.01  
(OW-231-86)
- OW-232-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M669.
- F.06.04.01  
(OW-232-86)
- OW-233-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M662.
- F.06.04.01  
(OW-233-86)
- OW-234-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M648.
- F.06.04.01  
(OW-234-86)
- OW-235-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M642.
- F.06.04.01  
(OW-235-86)

OW-236-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M589.

F.06.04.01  
(OW-236-86)

OW-237-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M632.

F.06.04.01  
(OW-237-86)

OW-238-86 (a) That the residents of Greenoaks Drive be granted permission to close a portion of Greenoaks Drive for a street party on Thursday, August 21, 1986 between the hours of 8:00 a.m. and 11:30 p.m. subject to the following conditions:

- (i) That a road closure permit be completed with the Engineering Department at least five days prior to the event;
- (ii) That a 'hold harmless' agreement be signed with the City stating that the applicant is responsible for their own liability incurred as a result of their activities.
- (iii) That the applicant obtain and return at their own expense, road closed signs and/or barricades.

(b) That a by-law be enacted authorizing the temporary closure of a portion of Greenoaks Drive on Thursday, August 21, 1986 for a street party.

F.02.04.04  
(OW-238-86)

OW-239-86 (a) That the residents of Middleshire Drive be granted permission to close Middleshire Drive on Saturday, August 16, 1986 or rain date Saturday, August 30, 1986 between the hours of 4:00 p.m. and 1:00 a.m. for a street party, subject to the following conditions:

- (i) That a road closure permit be completed with the Engineering Department at least five days prior to the event.
- (ii) That a 'hold harmless' agreement be signed with the City stating that the applicant is responsible for their own liability incurred as a result of their activities.
- (iii) That the applicant obtain and return, at their own expense, road closure signs and/or barricades.



- (b) That a by-law be enacted authorizing the temporary closure of Middleshire Drive on Saturday, August 16, 1986, rain date Saturday, August 30, 1986 for a street party.

F.02.04.04  
(OW-239-86)

- OW-240-86 (a) That Mr. Eric Berge and the residents of Eastridge Road be granted permission to close a portion of Eastridge Road (north of Valencia Road) for the purpose of a street party on Saturday, September 6, 1986 between 3:00 p.m. and 1:00 a.m. (rain date of September 13, 1986), subject to the following conditions:

- (i) That a road closure permit be completed with the Engineering Department at least five days prior to the event.
- (ii) That a 'hold harmless' agreement be signed with the City stating that the applicant is responsible for their own liability incurred as a result of their activities.
- (iii) That the applicant obtain and return, at their own expense, road closure signs and/or barricades.

- (b) That a by-law be enacted authorizing the temporary closure of that portion of Eastridge Road north of Valencia Road for the purpose of a street party on Saturday, September 6, 1986 between 3:00 p.m. and 1:00 a.m. (rain date of September 13, 1986).

F.02.04.04  
(OW-240-86)

- OW-241-86 (a) That neither Princess Street (Malton) nor Princess Street (Streetsville) be renamed until a distinctly different name can be agreed upon for one of these streets.
- (b) That Councillor T. Southorn consult with the Streetsville Historical Society regarding an alternate name for Princess Street in Streetsville.

F.02.07  
(OW-241-86)

- OW-242-86 That steps be undertaken to rename Winged Foot Crescent to Starlight Crescent and that Ventro Construction be instructed to provide new street signs and notify the homeowners of the change.

B.06.632.02  
F.02.07  
(OW-242-86)

- OW-243-86 (a) That steps be undertaken to rename that portion of Stavebank Road from Pollard Drive to the existing Morrison Avenue to Morrison Avenue and that the street be double signed for six months.
- (b) That Stavebank Road from Paisley Avenue north to Part 9 Plan 43R-9333 and the proposed road connecting Stavebank Road to Morrison Avenue be named Gooderham Court.

F.02.07  
(OW-243-86)

- OW-244-86 That the report dated July 10, 1986, from the Commissioner of Engineering and Works recommending that the Queensway West from Mavis Road to Glengarry Road not be renamed Glen Sharon Drive be referred to the Ward Representative, Councillor T. Southorn.

F.02.07  
(OW-244-86)

- OW-245-86 That the the report dated July 11, 1986, from the Commissioner of Engineering and Works recommending the approval of street names for use in Rogers Telecommunications Limited Subdivision T-80047 be referred to the Ward Representative, Councillor L. Taylor.

T-80047  
F.02.07  
(OW-245-86)

- OW-246-86 That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated July 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07  
(OW-246-86)

- OW-247-86 That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated July 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07  
(OW-247-86)

OW-248-86 That a by-law be enacted to authorize execution of a Grant of Easement between The Corporation of the City of Mississauga and Rogers Cable TV Limited over all of Blocks 73, 76 and 77 on Registered Plan 43M-600 located on the south side of Eglinton Avenue West, west of Mississauga Road.

B.06.600.06  
(OW-248-86)

OW-249-86 That the letter dated July 8, 1986, from Mr. J.S. Gourley, Manger of Water Resources for the Credit Valley Conservation Authority in response to request by Councillor S. Mahoney that the Authority investigate an erosion problem on the Loyalist Creek at Thorn Lodge Drive be referred to the Commissioner of Engineering and Works for consideration in the 1986 Capital Budget.

A.02.05.03.01  
(04-249-86)

OW-250-86 That the Chief Coroner of Ontario be advised that as the result of residential development in the area, the section of Stavebank Road north of Paisley Boulevard has now been closed.

A.02.04.03.01  
G.03.85082  
(04-250-86)

OW-251-86 That a by-law be enacted to authorize execution of the Agreement between The Corporation of the City of Mississauga and Family Homes Incorporated with respect to the deletion of front yard privacy areas for Lots 1-9, Blocks 21 and 22, Plan 43M-430, as required in accordance with Clause 4(c), Schedule 'C' of the Engineering Agreement for Humbergrove Investments Limited (lands located south of the Queen Elizabeth Way/east of Indian Road).

M-430  
(OW-251-86)

OW-252-86 That the Mississauga Clean City Campaign be advised that the City of Mississauga will fund the purchase of 65,000 lapel pins with the wording "We Recycle in Mississauga" at a cost not to exceed \$12,200.00 (funds to be allocated from the 1986 Current Budget Garbage Collection Account).

F.05.04.06  
(OW-252-86)



September 10 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, SEPTEMBER 10, 1986, 9:30 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy  
Councillor L. Taylor  
Councillor F. McKechnie  
Councillor D. Culham  
Councillor D. Cook  
Councillor T. Southorn (Chairman)

Prepared by: Linda Mailer, Clerk's Department  
Date: September 4, 1986

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - SEPTEMBER 10, 1986

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	J.05.82032	Huron Park Storm Sewer Easement - Mississauga Golf and Country Club
2.	B.06.515.02	Guismond Holdings Limited - Oughtred Brothers Limited - Release of Redundant Agreements
3.	D.02.03	Train Whistling - CPR Level Crossings
4.	J.05.85000	Lakeshore Road Bridge Crossing - Credit River - Consultant's Agreement
5.	02/32/80	G. Ruso Construction Limited - Assumption of Municipal Services - north side of Burnhamthorpe Road East/west of Dixie Road
6.	B.06.410.02 B.06.411.02	Central Parkway Subdivision - Draw on Securities
7.	A.04.08.01	Victoria Day Fireworks Display - Square One
8.	F.06.04.02	Mississauga Valley Boulevard/west of Central Parkway East - Parking Prohibition
9.	D.05.02	Implementation of System Changes - October 20, 1986
10.	D.05.01	Transit Public Attitude Survey - Agreement with Consultant
11.	02/5/77	Woodchester Investments - Partial Closure of Dundas Street West



CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

SEPTEMBER 10, 1986

DEPUTATIONS - NIL

MATTERS FOR CONSIDERATION:

1. Report dated August 27, 1986, from the City Solicitor regarding the Easement requirements with respect to the Huron Park Storm Sewer, Engineering Project on Lands owned by The Mississauga Golf and Country Club.

The Huron Park Storm Sewer has now been constructed in part across lands owned by The Mississauga Golf and Country Club, Limited, to an outfall in the Credit River. The Mississauga Golf and Country Club, Limited has delivered to The Corporation of the City of Mississauga an executed form of easement satisfying our easement requirements for these works. The form contains various covenants relating to the use by the Golf Club of structures placed at the Credit River for bridge abutments in order to support its bridge across the Credit River. There are covenants with respect to the repair and maintenance of the storm sewer works and access to the works by the City and the use of the easement lands for golf course purposes. The easement and covenants are satisfactory to this department. The document requires execution by The Corporation of the City of Mississauga and such execution is recommended.

The easement is given gratuitously, although the golf club has submitted its solicitor's account in connection with the negotiation of the easement and all legal matters relating to the storm sewer works.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Easement between The Mississauga Golf and Country Club, Limited and The Corporation of the City of Mississauga with respect to part of the Mill Block, Range 3, Credit Indian Reserve, being Part 1 Plan 43R-13095 and the payment of the legal fees incurred in that connection by The Mississauga Golf and Country Club, Limited, in the sum of \$2,314.50 in accordance with the account submitted by its solicitors, dated August 14, 1986.

J.05.82032

RECOMMEND ADOPTION

2. Report dated August 20, 1986, from the City Solicitor with respect to the Release of redundant Agreements for Registered Plan 43M-515. Further to earlier reports from the Legal Department, Council adopted General Committee Recommendations 242-86 and 378-86 on February 24, 1986, and March 24, 1986, respectively. These recommendations pertained to the release of an Agreement dated October 25, 1972, concerning the extension of Fowler Drive and a spent Licence Agreement dated May 21, 1964, concerning the use of a temporary roadway which has now been dedicated as Public Highway on Plan 43M-645 as Seven Oaks Drive. These reports dealt with release of these Agreements as they affected Plans 43M-645 and 43M-646 and the Releases from these Agreements have now been registered against both of these Plans.

The Solicitor for Magic Meadows Limited, Mr. John H. Switzer, has now requested a Release of these Agreements as they affect Plan 43M-515, which Plan lies immediately adjacent to Plans 43M-645 and 43M-646. The rationale for the release of these Agreements pertains equally to this plan as it did to the other two plans for which Releases were authorized.

RECOMMENDATION:

- (a) That a by-law be enacted to authorize execution of a Release with respect to a Licence Agreement dated May 21, 1964, between The Corporation of the Township of Toronto, The Corporation of the County of Peel and Guismont Holdings Limited as it affects those lands within Plan 43M-515.
- (b) That a by-law be enacted to authorize execution of a Release with respect to the Agreement dated October 25, 1972, between Oughtred Brothers Limited, JDS Investments Limited and the Corporation of the Town of Mississauga, as it affects the lands within Plan 43M-515.

B.06.515.02

RECOMMEND ADOPTION

3. Report dated August 8, 1986, from the Commissioner of Engineering & Works in response to neighbourhood concerns in the Meadowvale area the Legal Department was instructed to look into the preparation of the By-Law necessary to stop train whistling.

The sounding of engine whistles is required under The Railway Act but there is provision under that Act for a municipality to pass a By-Law to stop whistling provided the By-Law is approved by Order of the Railway Transport Committee of the Canadian Transport Commission. After discussions with the Regional Accident Investigator for the Railway Transport Committee all the necessary documentation has been prepared and all the necessary safety devices have been installed at the level crossings where there is a sounding of an engine whistle.

September 10, 1986

In order to clarify the existing situation with the By-Laws of the former Township of Toronto and Village of Streetsville all the crossings for the C.P.R. in the City of Mississauga have been reviewed and a comprehensive By-Law has been prepared which will incorporate all the existing approved By-Laws and add three new locations. The new crossing locations which will be added and at which the prohibition for whistling will be added are Central Parkway West at the Wharton Industrial Spur, Winston Churchill Blvd. and the 10th Line. Instead of whistling other protection types will be inserted at these crossings. For instance, both the Winston Churchill Blvd. and 10th Line will be equipped with flashing light signals and bell with gates.

**RECOMMENDATION:**

That a by-law be enacted to prohibit the sounding of engine whistles at the various crossings of C.P.R. Railway tracks in the City of Mississauga and to repeal By-Laws 2911, 3505, 3517, 4398, 63-31, 9904 and 73-56.

D.02.03

**RECOMMEND ADOPTION**

4. Report dated August 20, 1986, from the Commissioner of Engineering & Works regarding the Lakeshore Road Bridge Crossing at the Credit River. Council authorization has been received to retain the firm of McCormick, Rankin & Associates Limited for the professional consulting services required to repair/rehabilitate the existing Lakeshore Road Bridge spanning the Credit River. A standard M.E.A./C.E.O. agreement form has been executed by the Consultants and has been reviewed and found to be acceptable by City Staff.

**RECOMMENDATION:**

That a by-law be enacted to authorize execution of the Agreement between the City of Mississauga and McCormick, Rankin & Associates Limited for the professional consulting services required to repair/rehabilitate the existing Lakeshore Road Bridge spanning the Credit River.

J.05.85000

**RECOMMEND ADOPTION**

5. Report dated August 29, 1986, from the Commissioner of Engineering & Works regarding the assumption of the municipal services constructed by G. Ruso Construction Limited (located north of Burnhamthorpe Road East/west of Dixie Road). As far as the Engineering Department is concerned the developer has complied with all the requirements of the Servicing Agreement for the installation of the municipal services.



RECOMMENDATION:

That the City of Mississauga assume the municipal services constructed by G. Ruso Construction Limited under the terms of the Servicing Agreement for Reference Plans 43R-10167 and 43R-10438 (located north of Burnhamthorpe Road East/west of Dixie Road) and that the City Treasurer be authorized to release the Letter of Credit currently valued at \$22,054.87.

02/32/80

RECOMMEND ADOPTION

6. Report dated August 27, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of outstanding grading works in Central Parkway Subdivision, Plans M-410 and M-411 (located north of Burnhamthorpe Road East/west of Central Parkway East). Under the terms of the Servicing Agreement, the Developer is responsible for the proper grading of all lots within the subdivision and by letter dated July 18, 1986, the Developer's Project Managers was advised that the grading on Blocks 77 and 78 (M-410) and Block 59 (M-411) remains outstanding. The residents involved have expressed concern regarding the delay in this matter.

RECOMMENDATION:

- (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading works on Blocks 77 and 78 (Plan M-410) and on Block 59 (Plan M-411), Central Parkway Subdivision (located north of Burnhamthorpe Road East and west of Central Parkway East) at an estimated cost of \$23,000.00.
- (b) That the Commissioner of Engineering and Works be authorized to engaged McConnell Maughan Limited for the supervision of the grading works at an estimated cost of \$2,000.00.
- (c) That the City Treasurer be authorized to draw on the Developer's Letter of Credit to defray the costs incurred by the City pursuant to recommendations (a) and (b) above.

B.05.410.02

B.06.411.02

RECOMMEND ADOPTION

7. Report dated August 25, 1986, from the Commissioner of Engineering & Works in response to a request for a report regarding traffic associated with the Victoria Day Fireworks Display at Square One Shopping Mall. The Engineering Department has contacted the Peel Regional Police, and has been advised by Staff Inspector C. O'Toole of the Police activities during the event.

September 10, 1986

A total of twelve Officers from 22 Division were assigned to the Square One location. Four Officers patrolled the perimeter of Square One; two were positioned on Burnhamthorpe Road between Square One and Mavis Road, one Officer patrolled Elora Drive while the fourth was positioned at Rathburn Road behind Square One. Seven Officers were assigned inside the perimeter of Square One; two in front of the display, two at the rear of the display, and three Officers patrolling the general area at the extreme west end of the parking lot.

In addition to the mobile and foot patrols, the Police used a sound truck to advise motorists not to park their vehicles in such a manner as to block access or create a hazard in the immediate area of the display. Many motorists had attempted to park on Elora Drive and other roadways to avoid the admission charge.

Peel Police had also contacted the Port Credit O.P.P. detachment requesting assistance with traffic control along Highway 403.

Above and beyond the Police manpower, approximately 65 volunteers from the Credit Valley Hospital were on hand to assist with crowd control and parking duties.

The Police indicated that the event functioned reasonably smoothly considering the number of people in attendance, and traffic delays were kept to a minimum. The Engineering Department did not receive any complaints from the public, and a number of employees indicated that the event was handled quite well with very minimum delays.

RECOMMENDATION:

That the report, dated August 25, 1986 dealing with the Victoria Day Fireworks display at Square One be received for information.

A.04.08.01

RECOMMEND ADOPTION

8. Report dated August 25, 1986, from the Commissioner of Engineering & Works in response to a concern by an Officer of the Peel Regional Police concerned with the number of accidents at #1250 Mississauga Valley Boulevard, due to limited sight distances when exiting the driveway. Accident records to date indicate eight (8) occurrences have been reported at this location due in part to limited sight distances.

The sight lines could be improved considerably by prohibiting parking on the north side of Mississauga Valley Boulevard from Central Parkway East to the first driveway at #1250. At this time the area is partially prohibited to parking 100' from the intersection and there is a fire hydrant located here also. Therefore, this proposed parking restriction would only remove three (3) on-street parking spaces in the existing seventy-two (72) hour zone.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on Mississauga Valley Boulevard, north side, from Central Parkway East to a distance of 134 meters westerly.

F.06.04.02

RECOMMEND ADOPTION

9. Report dated August 20, 1986, from the Transit General Manager regarding the system changes to be implemented on October 20, 1986. The system changes approved by Council on June 9, 1986, was dependent on the receipt of all 21 new buses. Based on a recent review of bus availability it is necessary to implement the changes in two stages on October 20, 1986 and in the Spring 1987. The report details the proposed changes effective October 20, 1986.

RECOMMENDATION:

That the report dated August 20, 1986, from the Transit General Manager with respect to the transit system changes proposed for implementation on October 20, 1986, be received for information.

D.05.02

RECOMMEND RECEIPT

10. Report dated August 26, 1986, from the Transit General Manager regarding the work done over the years with the Ministry of Transportation and Communications to develop techniques and concepts which can be used by Mississauga Transit and other Ontario Transit Properties. The most recent initiative is the conduct of a public attitude survey to find out basic information about transit users and non users. This information will enable planning of the system more effectively to meet the requirements of the users and address areas which hinder some residents from using the system. A proposal was submitted to the Ministry and approved. Consultants were invited to make submissions and Environics Research Group was selected and an agreement has been prepared.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement dated August 29, 1986, between The Corporation of the City of Mississauga and the Environics Research Group for the conduct of a Public Attitude Survey for the Transit Department as a demonstration project.

D.05.01

RECOMMEND ADOPTION



11. Report dated September 2, 1986, from the City Clerk with respect to the partial closure of Dundas Street West. As part of the development associated with the rezoning and site plan approval for the Erinwood Shopping Centre and Woodchester Plaza located at the southeast corner of Dundas Street West and Woodchester Drive, the developer will be required to enclose Loyalist Creek through their lands. Presently, the Loyalist Creek flows through a culvert pipe under Dundas Street at which point the road allowance widens at the culvert to accommodate the side slopes to the creek bed level. As a consequence of the enclosure of Loyalist Creek, the lands comprising the side slopes being an integral part of Dundas Street West are no longer required for municipal purposes.

The Engineering Department has no objection to the release and conveyance of the land outside the uniform right-of-way width (Dundas Street West) at the Loyalist Creek once the creek has been enclosed. The surplus lands are to be conveyed to the abutting owners, subject to a satisfactory servicing agreement being entered into for the creek enclosure and that the owners absorb the costs for advertising, survey and legal expenses in connection with the closure.

In keeping with City Policy, the adjoining owners are entitled to a gratuitous conveyance of the widening provided that the City is reimbursed all associated costs.

**RECOMMENDATION:**

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of Dundas Street West located within Part of Lots 33 and 34, Concession 1, South of Dundas Street West and that the stopped up part of Dundas Street West be conveyed to the adjoining owners subject to a Servicing Agreement for the enclosure of the Loyalist Creek pursuant to Rezoning File 02/5/77 and Site Plan File 105-86, Woodchester Investments Limited, and provided further that the City is reimbursed all costs incurred as a result of the closure and reconveyance of the road.



City of Mississauga

MEMORANDUM

To MAYOR AND MEMBERS OF COUNCIL

From L.W. STEWART, Q.C.

Dept.

City Solicitor

**RECEIVED**

REGISTRY No 7102

DATE SEP 2 1986

FILE No. J. 05. 82032

CLERK'S DEPARTMENT

August 27th, 1986

OPERATIONS/WORKS SEP 10 1986

SUBJECT: Easement requirements with respect to the Huron Park Storm Sewer, Engineering Project No.17-111-82-137, Lands owned by The Mississauga Golf and Country Club.

ORIGIN: Request from Engineering to secure easement.

COMMENTS: The Huron Park Storm Sewer has now been constructed in part across lands owned by The Mississauga Golf and Country Club, Limited, to an outfall in the Credit River. The Mississauga Golf and Country Club, Limited has delivered to The Corporation of the City of Mississauga an executed form of easement satisfying our easement requirements for these works. The form contains various covenants relating to the use by the Golf Club of structures placed at the Credit River for bridge abutments in order to support its bridge across the Credit River. There are covenants with respect to the repair and maintenance of the storm sewer works and access to the works by the City and the use of the easement lands for golf course purposes. The easement and covenants are satisfactory to this department. The document requires execution by The Corporation of the City of Mississauga and such execution is recommended.

The easement is given gratuitously, although the golf club has submitted its solicitor's account in connection with the negotiation of the easement and all legal matters relating to the storm sewer works. We find the account to be reasonable and recommend payment of the same.

.../2.

1(a)

-2-

RECOMMENDATION:

That a by-law be enacted authorizing the execution of the easement between The Mississauga Golf and Country Club, Limited and The Corporation of the City of Mississauga with respect to part of the Mill Block, Range 3, Credit Indian Reserve, being Part 1 Plan 43R-13095 and the payment of the reasonable legal fees incurred in that connection by The Mississauga Golf and Country Club, Limited, in the sum of \$2,314.50 in accordance with the account submitted by its solicitors, dated August 14th, 1986.

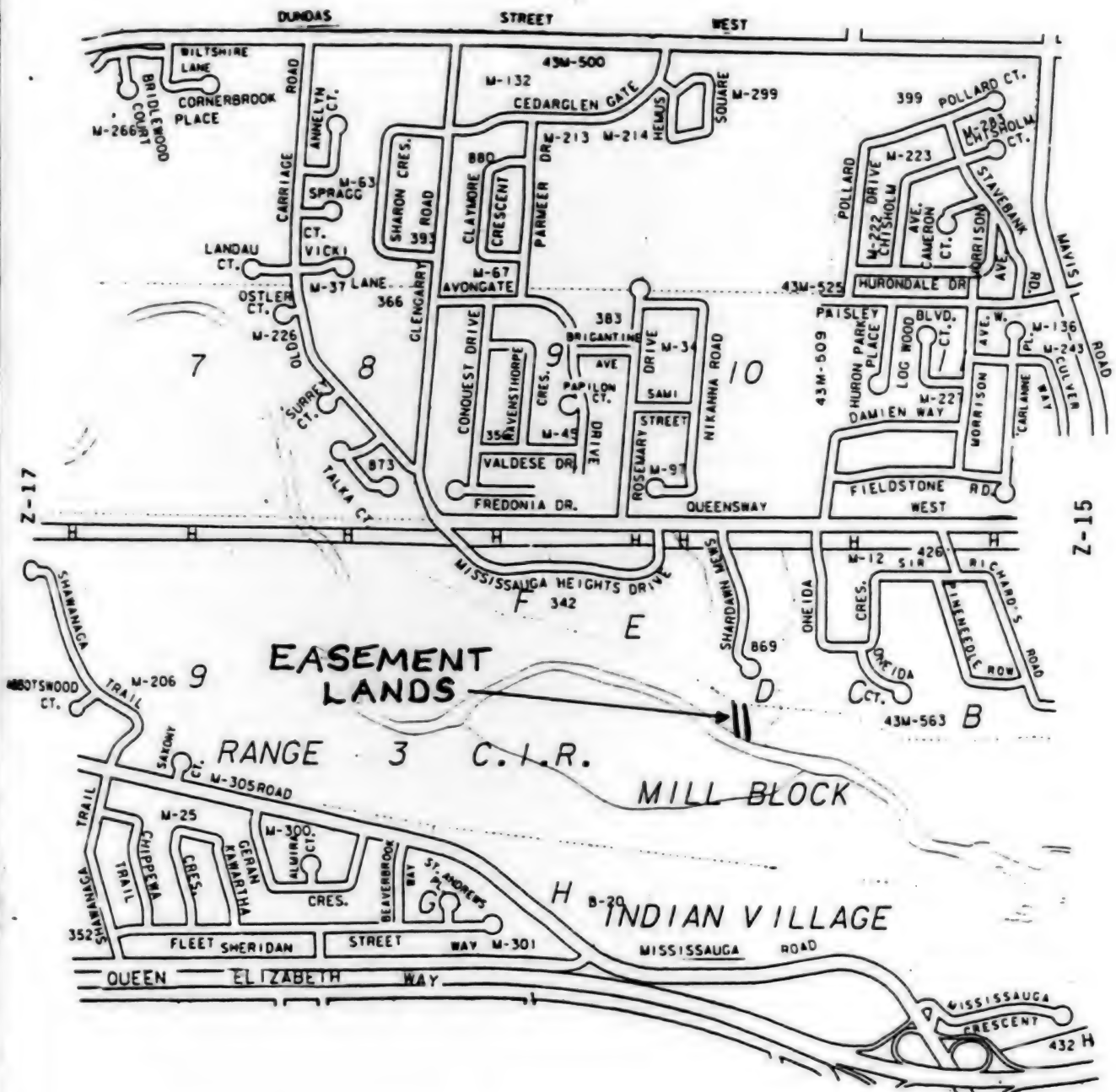
*flb*  
RKG:aa



L. W. STEWART, Q.C.  
CITY SOLICITOR



1(h)





2

City of Mississauga

**MEMORANDUM**

To MAYOR AND MEMBERS OF COUNCIL

From L.W. STEWART, Q.C.

Dept. \_\_\_\_\_

Dept. City Solicitor

August 20, 1986

SEP 10 1986

OPERATIONS/WORKS

**SUBJECT:**

Release of redundant Agreements,  
Registered Plan 43M-515.

**ORIGIN:**

Legal Department

**COMMENTS:**

Further to earlier reports from the Legal Department, City Council adopted General Committee Recommendations 242-86 and 378-86 on February 24, 1986, and March 24, 1986, respectively. These recommendations pertained to the release of an Agreement dated October 25, 1972, concerning the extension of Fowler Drive and a spent Licence Agreement dated May 21, 1964, concerning the use of a temporary roadway which has now been dedicated as Public Highway on Plan 43M-645 as Seven Oaks Drive. These reports dealt with release of these Agreements as they affected Plans 43M-645 and 43M-646 and the Releases from these Agreements have now been registered against both of these Plans.

The Solicitor for Magic Meadows Limited, Mr. John H. Switzer, has now requested a Release of these Agreements as they affect Plan 43M-515, which Plan lies immediately adjacent to Plans 43M-645 and 43M-646. The rationale for the release of these Agreements pertains equally to this plan as it did to the other two plans for which Releases were authorized.

**RECOMMENDATION:**

1. That a By-law be enacted to authorize execution of a Release with respect to a Licence Agreement dated May 21, 1964, between The Corporation of the Township of Toronto, The Corporation of the County of Peel and Guismont Holdings Limited as it affects those lands within Plan 43M-515.



2(a)

2. That a By-law be enacted to authorize execution of a Release with respect to the Agreement dated October 25, 1972, between Oughtred Brothers Limited, JDS Investments Limited and the Corporation of the Town of Mississauga, as it affects the lands within Plan 43M-515.

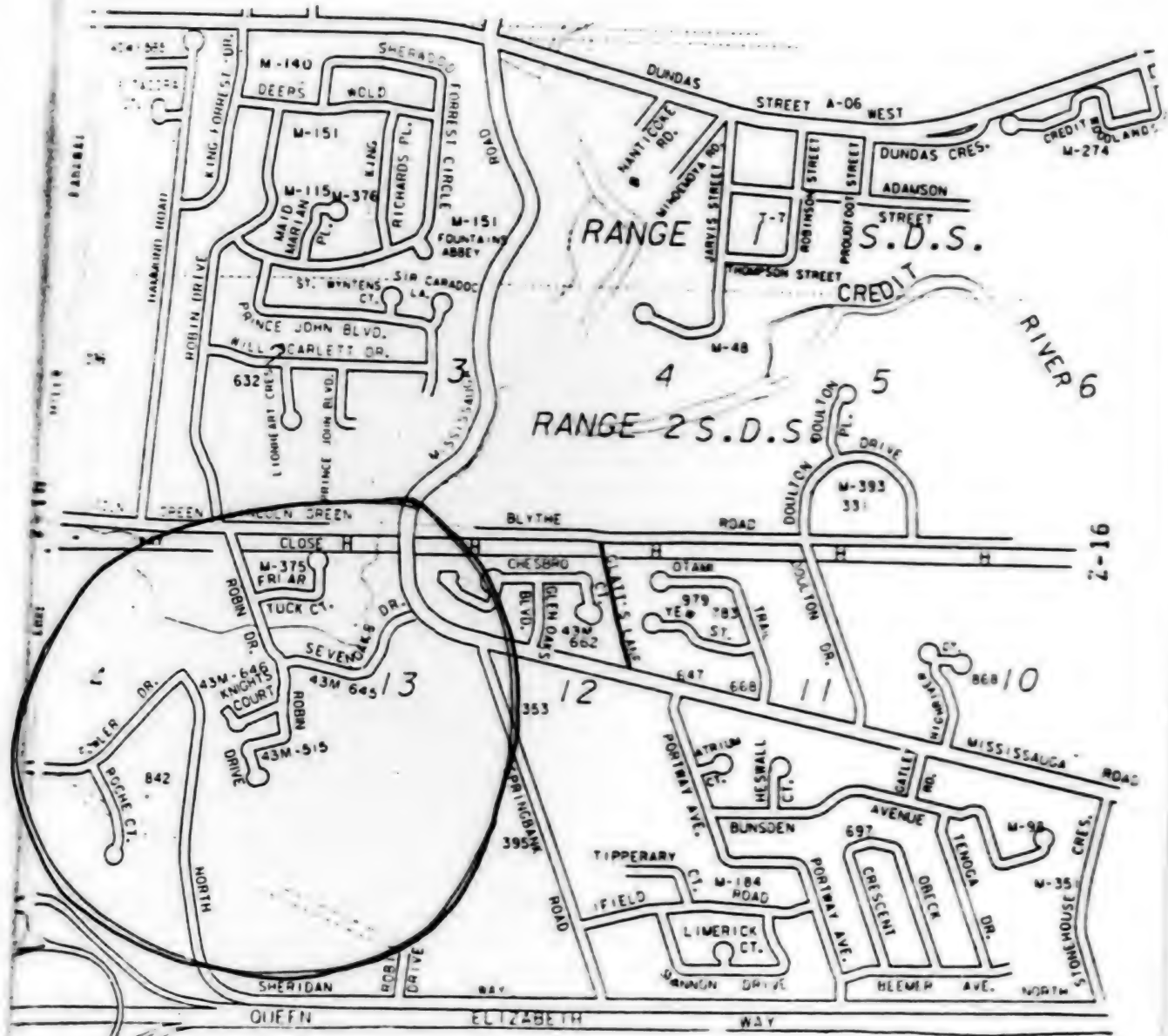
*L.W. Stewart*  
L.W. STEWART, Q.C.  
City Solicitor  
GSS/ml

*JS*



2(b)

Z-24





## MEMORANDUM

RECEIVED

2

To MAYOR AND MEMBERS OF COUNCIL

MEMO No 7106

DATE SEP 2 1986

Dept.

D.02.03

From L.W. STEWART, Q.C.

City Solicitor

Dept. WILLIAM TAYLOR

Commissioner of Engineering

August 8, 1986

ERK'S DEPARTMENT

OPERATIONS/WORKS SEP 10 1986

SUBJECT C.P.R. Level Crossings and train whistling

ORIGIN: Engineering Department

COMMENTS: As a result of neighbourhood concerns in the Meadowvale area the Legal Department 1984 was instructed to look into the preparation of the By-Law necessary to stop train whistling. The sounding of engine whistles is required under The Railway Act but there is provision under that Act for a municipality to pass a By-Law to stop whistling provided the By-Law is approved by Order of the Railway Transport Committee of the Canadian Transport Commission. After discussions with the Regional Accident Investigator for the Railway Transport Committee all the necessary documentation has been prepared and all the necessary safety devices have been installed at the level crossings where there is a sounding of an engine whistle. In order to clarify the existing situation with the By-Laws of the former Township of Toronto and Village of Streetsville all the crossings for the C.P.R. in the City of Mississauga have been reviewed and a comprehensive By-Law has been prepared which will incorporate all the existing approved By-Laws and add three new locations. The new crossing locations which will be added and at which the prohibition for whistling will be added are Central Parkway West at the Wharton Industrial Spur, Winston Churchill Blvd. and the 10th Line. Instead of whistling other protection types will be inserted at these crossings. For instance, both the Winston Churchill Blvd. and 10th Line will be equipped with flashing light signals and bell with gates.

RECOMMENDATION: That By-Law to prohibit the sounding of engine whistles at the various crossings of C.P.R. Railway tracks in the City of Mississauga and to repeal By-Law 2911, 3505, 3517, 4398, 63-31, 9904 and 73-56 be enacted and the Corporate Seal affixed thereto.

*L.W. Stewart*  
L.W. STEWART, Q.C.  
City Solicitor  
MVM/rl

*William Taylor*  
WILLIAM TAYLOR  
Commissioner of Engineering



4

RECEIVED

MEMORANDUM

Our file : 17 111 86104  
11 141 00010

To: Mayor and Members of Council  
From: **7064**  
**AUG 29 1986**  
Dept. **3.05.85000**

W. P. Taylor, P. Eng.  
Engineering & Works Dept.

CLERK'S DEPARTMENT

August 20, 1986

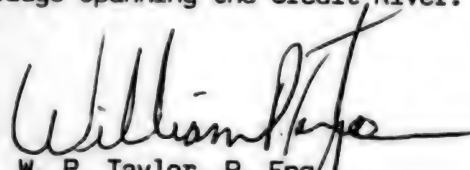
SUBJECT: Lakeshore Road Bridge Crossing the Credit River OPERATIONS/WORKS **SEP 10 1986**


ORIGIN: Engineering & Works Department

COMMENTS: Council authorization has been received to retain the firm of McCormick, Rankin & Associates Limited for the professional consulting services required to repair/rehabilitate the existing Lakeshore Road Bridge spanning the Credit River.

A standard M.E.A/C.E.O. agreement form has been executed by the Consultants and have been reviewed and found to be acceptable by City Staff.

RECOMMENDATION: That a by-law be enacted to authorize the Mayor and Clerk to execute the Agreements between the City of Mississauga and McCormick, Rankin & Associates Limited for the professional consulting services required to repair/rehabilitate the existing Lakeshore Road Bridge spanning the Credit River.

  
W. P. Taylor, P. Eng.,  
Commissioner,  
Engineering & Works Dept.

  
34:sa  
33E:22E





# City of Mississauga

## MEMORANDUM

FILE: 16 111 82212  
11 141 00045

5

To Chairman and Members of  
Dept. Operations & Works Committee

Wm. P. Taylor, P.Eng.  
Engineering and Works

RECEIVED

REGISTRY No. 7/1/86

DATE SEP 2 1986

FILE No 02/32/80

CLERK'S DEPARTMENT

August 29, 1986

OPERATIONS/WORKS SEP 10 1986

### SUBJECT:

Assumption of the Municipal Services constructed by G. Ruso Construction Limited, located north of Burnhamthorpe Road East and west of Dixie Road (sketch attached).

### ORIGIN:

Servicing Agreement between G. Ruso Construction Limited (c/o Z. Skira & Associates Ltd., 262 Burnhamthorpe Road West, Mississauga, Ontario, L5B 2C2). The City of Mississauga, and the Region of Peel dated November 1, 1982.

### COMMENTS:

As far as the Engineering and Works Department is concerned, the developer of Ref. Plans 43R-10167 and 43R-10438, G. Ruso Construction Limited, has complied with all the requirements of the Servicing Agreement for the installation of Municipal services.

It is now in order for the City to assume the Municipal works in Ref. Plans 43R-10167 and 43R-10438.

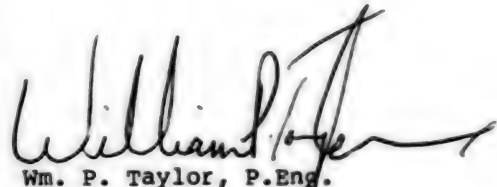
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5(a)

- 2 -

RECOMMENDATION:

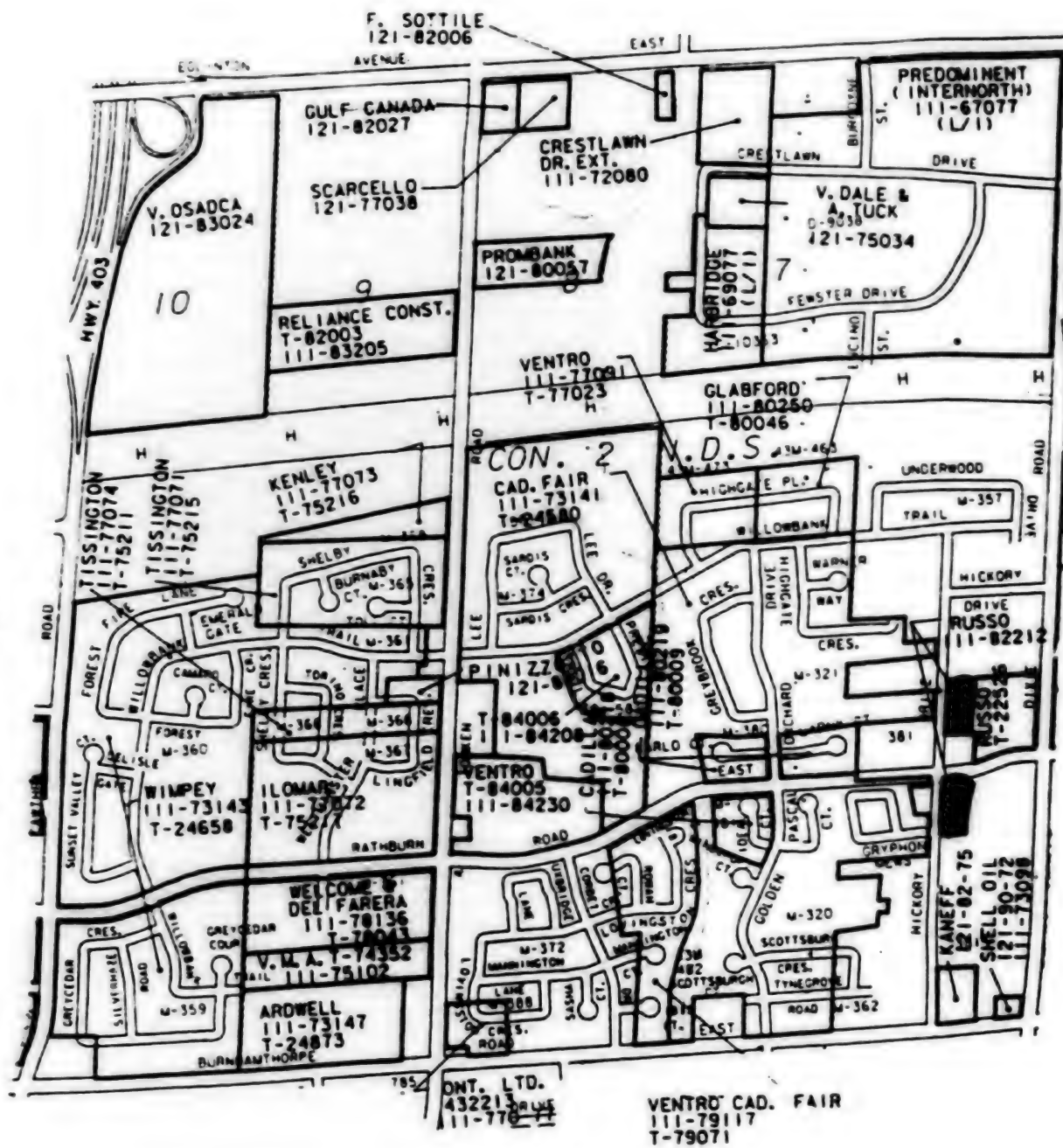
1. That the City of Mississauga assume the Municipal services as constructed by G. Ruso Construction Limited, under the terms of the Servicing Agreement for Ref. Plans 43R-10167 and 43R-10438, located north of Burnhamthorpe Road East and west of Dixie Road.
2. That the City Treasurer be authorized to release the Letter of Credit for Ref. Plans 43R-10167 and 43R-10438, currently valued at \$22,054.87.

  
Wm. P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

*Mn*  
MWM/jc  
0597E/8-9  
attach.

cc: Councillor M. Prentice  
W.H. Munden/P. Marchiori  
R.G. Charlton/M.W. Boyd  
W.J. Richmond/D.J. Debenham  
L.J. Harvey  
J.D. McKichan-Region of Peel

2 (u)





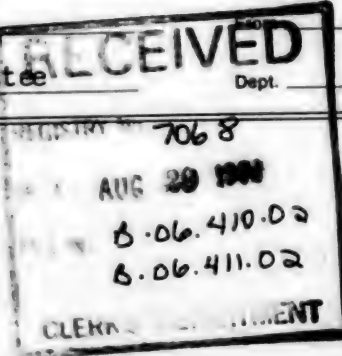


# MEMORANDUM

FILE: 11 141 00010  
16 111 77 127  
16 111 77 125

To: Chairman and Members of  
Dept. Operation & Works Committee

Wm. P. Taylor, P. Eng.  
Engineering and Works



August 27, 1986

OPERATIONS/WORKS **SEP 10 1986**

## SUBJECT:

Draw on the developer's securities for the completion of outstanding grading works in Central Parkway Subdivision, Plans M-410 and M-411, located north of Burnhamthorpe Road East and west of Central Parkway East (sketch attached).

## ORIGIN:

Engineering Agreements dated June 20, 1980 between Central Parkway Developments Limited, the City of Mississauga, and the Region of Peel.

## COMMENTS:

Under the terms of the Engineering Agreement for Plans M-410 and M-411, Central Parkway Developments Limited is responsible for the proper grading of all lots within the subdivision. Staff directed a letter to the developer's Project Manager on July 18, 1986 and to date, the grading on Blocks 77 and 78, Plan M-410, and on Block 59, Plan M-411 remains outstanding and a schedule date is unavailable. The residents involved have expressed concern regarding the delay in this matter.

## RECOMMENDATIONS:

1. That the Commissioner of Engineering and Works be authorized to complete the outstanding grading works on Blocks 77 and 78, Plan M-410 and on Block 59, Plan M-411, Central Parkway Subdivision, located north of Burnhamthorpe Road East and west of Central Parkway East, at an estimated cost of \$23,000.00.

...2/

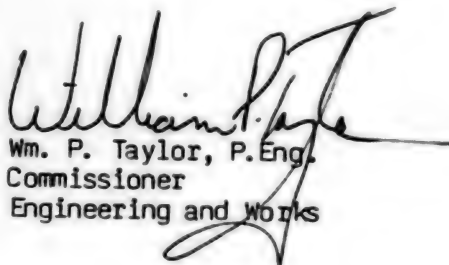
6(a)

2. That the Commissioner of Engineering and Works be authorized to engage McConnell Maughan Limited for supervision of the grading works at an estimated cost of \$2,000.00.
3. That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations 1 and 2.

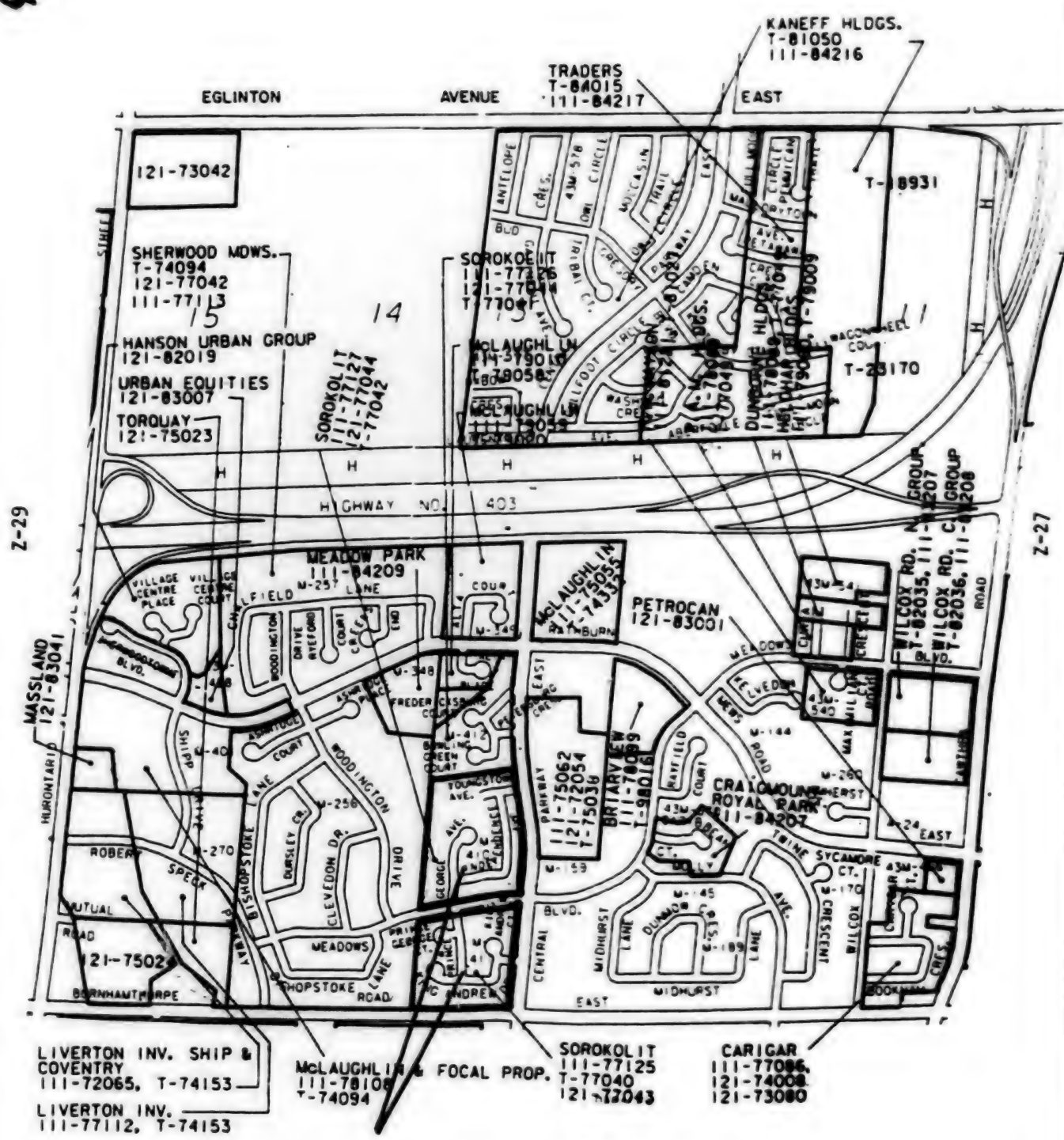
WMS  
LGH

MHB/jc  
0597E/5-6

cc: Councillor L. Taylor  
P. Griffiths

  
Wm. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

6 (h)







## CITY OF MISSISSAUGA

MEMORANDUM  
**RECEIVED**

File: 11 141 00045  
11 161 00011  
13 211 000

To Chairman and Members of

Dept. Operations and Works Committee.

REGISTRY NO. 7070

DATE AUG 7, 1986

FILE NO. A-04.08.01

William P. Taylor, P.Eng.,

Engineering & Works Dept.

August 25, 1986.

CLERK'S SIGNATURE

OPERATIONS/WORKS SEP 10 1986

**SUBJECT:** Victoria Day Fireworks Display - Square One Plaza.

**SOURCE:** Report Request No. 159-86, Council Meeting of June 9, 1986.

**COMMENTS:** City Council on behalf of Ward 9 Councillor T. Southorn has requested a report with respect to traffic congestion associated with the Victoria Day Fireworks Display at Square One.

The Engineering Department has contacted the Peel Regional Police, and has been advised by Staff Inspector C. O'Toole of the following Police activities during the event.

A total of twelve Officers from 22 Division were assigned to the Square One location. Four Officers patrolled the perimeter of Square One; two were positioned on Burnhamthorpe Road between Square One and Mavis Road, one Officer patrolled Elora Drive while the fourth was positioned at Rathburn Road behind Square One.

Seven Officers were assigned inside the perimeter of Square One; two in front of the display, two at the rear of the display, and three Officers patrolling the general area at the extreme west end of the parking lot.

In addition to the mobile and foot patrols, the Police used a sound truck to advise motorists not to park their vehicles in such a manner as to block access or create a hazard in the immediate area of the display. Many motorists had attempted to park on Elora Drive and other roadways to avoid the admission charge.

Peel Police had also contacted the Port Credit O.P.P. detachment requesting assistance with traffic control along Highway 403.

Above and beyond the Police manpower, approximately 65 volunteers from the Credit Valley Hospital were on hand to assist with crowd control and parking duties.

The Police indicated that the event functioned reasonably smoothly considering the number of people in attendance, and traffic delays were kept to a minimum.

7(a)

- 2 -

The Engineering Department did not receive any complaints from the public, and a number of employees indicated that the event was handled quite well with very minimum delays.

RECOMMENDATION:

That the report, dated August 25, 1986 dealing with the Victoria Day Fireworks display at Square One, be received.

*W. P. Taylor*

William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

W/dab  
0271E



CITY OF MISSISSAUGA

RECEIVED  
MEMORANDUM

REGISTRY No 7069

DATE AUG 29 1986

FILE No F.06.04.02

CLERK'S DEPARTMENT

File: 11 141 00045  
11 161 00011  
13 211 00021

8

To Chairman and Members of

Dept. Operations and Works Committee

From William P. Taylor, P.Eng.,

Dept. Engineering and Works Dept.

August 25, 1986.

OPERATIONS/WORKS

SEP 10 1986

SUBJECT: Parking prohibition - Mississauga Valley Boulevard, west of Central Parkway East (north intersection).

SOURCE: Engineering and Works Department.

COMMENTS: The Engineering Department has been contacted by an Officer of the Peel Regional Police concerned with the number of accidents at #1250 Mississauga Valley Boulevard, due to limited sight distances when exiting the driveway.

We have investigated this situation and concur that sight lines could be improved considerably by prohibiting parking on the north side of Mississauga Valley Boulevard from Central Parkway East to the first driveway at #1250. At this time the area is partially prohibited to parking 100' from the intersection, and there is a fire hydrant located here also. Therefore, this proposed parking restriction would only remove three (3) on-street parking spaces in the existing seventy-two (72) hour zone. We have reviewed accident records and to date eight (8) occurrences have been reported at this location, due in part to limited sight distances.

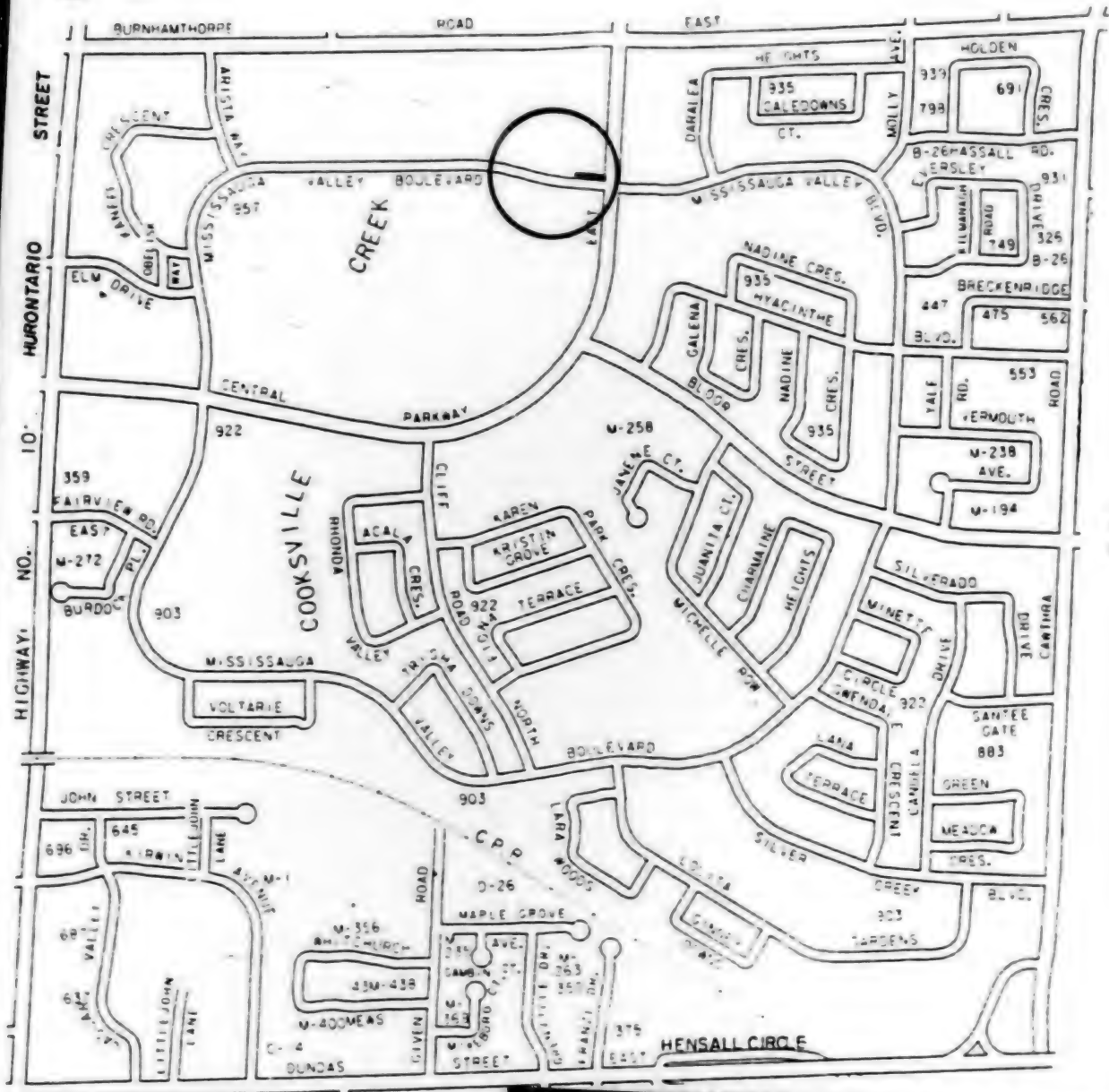
RECOMMENDATION: That a by-law be passed prohibiting parking on Mississauga Valley Boulevard, north side, from Central Parkway East to a distance of 134 meters westerly.

*W. P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

*MJP*  
MJF/dab  
0271E



8(a)



Z-20



CITY OF MISSISSAUGA  
ENGINEERING DEPT.  
TRAFFIC SECTION



AREA OF PROHIBITION



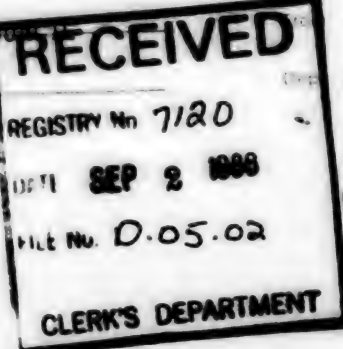
MISSISSAUGA TRANSIT  
MEMORANDUM



TO: MAYOR & MEMBERS OF COUNCIL

E. J. DOWLING

MISSISSAUGA TRANSIT



OPERATIONS/WORKS **SEP 10 1986**

August 20, 1986

SUBJECT:

Implementation of System Changes on October 20, 1986

ORIGIN:

Mississauga Transit

BACKGROUND:

The May 16, 1986 report to the Operations and Works Committee identified changes and additions to the present transit system for implementation in October 1986. City Council approved of the proposed changes on June 9, 1986.

At the time of submitting the report it was accepted that the implementation of all proposed changes would depend on the receipt of all 21 new buses. Based on our recent review of bus availability it is necessary that the proposed system be implemented at least in two stages. The first of these will occur on October 20, with the second phase in the Spring of 1987.

PHASE 1 CHANGES:

The changes and additions to the existing bus route system planned for implementation on October 20, 1986 are shown on Figure 1 as follows:

Route 1. Because Articulated (60') buses cannot be turned in the Sheridan Mall parking lot off Fowler Drive buses will loop on the west side of Erin Mills Parkway by using North Sheridan Way and Leanne Boulevard.

The bus route and bus stops for interconnecting Routes #1, #13 and #23 are shown to a larger scale in Figure 2A.

961

- 2 -

PHASE 1 CHANGES:

Route 4. This route will operate to the Islington Station during weekday peak travel periods only and at other times terminates at Sherway Gardens where transfers can be made with TTC services.

Route 5. Extended north to Derry Road where it will connect with Brampton Route 18 and then on Derry Road to Tomken/Lorimar Drive to connect with Routes #51 and #35. (When Cardiff Boulevard is constructed to Derry Road at Columbus Road, all four routes will interconnect at this intersection.) Route 5 will operate all-day to midnight.

Route 7. To operate all-day between the City Centre and Westwood Mall in Malton using Central Parkway East, Eglinton Avenue, Renforth, Carlingview, Dixon, Airport Road and Morning Star Drive. The Toronto Transit Commission and Ministry of Transportation & Communications have been informed of this change which will effect the TTC Route 58 operating on the same roads in Malton.

Route 24. The route was introduced to specifically service three GO trains at Meadowvale Station. The route is the same as that also used by Routes #9 and #10. To reduce this duplication and use only one instead of two buses it is proposed that after the first run on the existing route to meet the first AM train, the bus will run only between the Meadowvale Town Centre and the Station to meet the other two trains. In the PM, the bus will run only between the Station and the Town Centre.

Route 28. The existing Route 28 service between City Centre and the Renforth/Eglinton bus loop is removed and replaced by the changed Route 7. The new Route 28 will provide a local circular service in the Industrial area north of Highway 401.

Route 34. The service for new developments along Eglinton Avenue will operate between City Core and the Credit Valley Hospital. As proposed this service will operate as a peak period service only in 1986 from 6:00 to 10:00 AM and 3:00 to 7:00 PM and changed to an all-day service on January 5, 1987.



9(b)

PHASE 1 CHANGES:

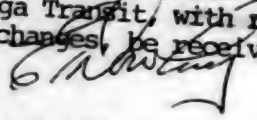
Route 35. The new peak period only route will service the new Industrial area north of Derry Road and operate between Westwood Mall in Malton and the Derry Road/Tomken Road 'loop' for connections with Routes #5, #51 and Brampton Transit's Route #18.

Route 51. The existing peak period only bus route on Tomken Road will have three changes: it is extended to Derry Road, it will loop on the south side of Dundas Street instead of operating to/from Islington Station and it will operate all-day to midnight. Figure 2B shows, at a larger scale, the changes at the two ends of this route.

These changes as approved by Council will form the base of the total revisions to the Transit system and with the second phase planned for the Spring of 1987, we are confident that the new service levels will provide an upgraded service to the Transit patrons.

RECOMMENDATION:

That the report dated August 20, 1986 from E. J. Dowling, General Manager, Mississauga Transit, with respect to the implementation of systems changes, be received.

  
E. J. Dowling  
General Manager

EJD:ND:rac  
1.18(OLPL)

FIGURE 2A

**INTERCONNECTING ROUTES**

**1, 13 & 23**

OCTOBER 20, 1986

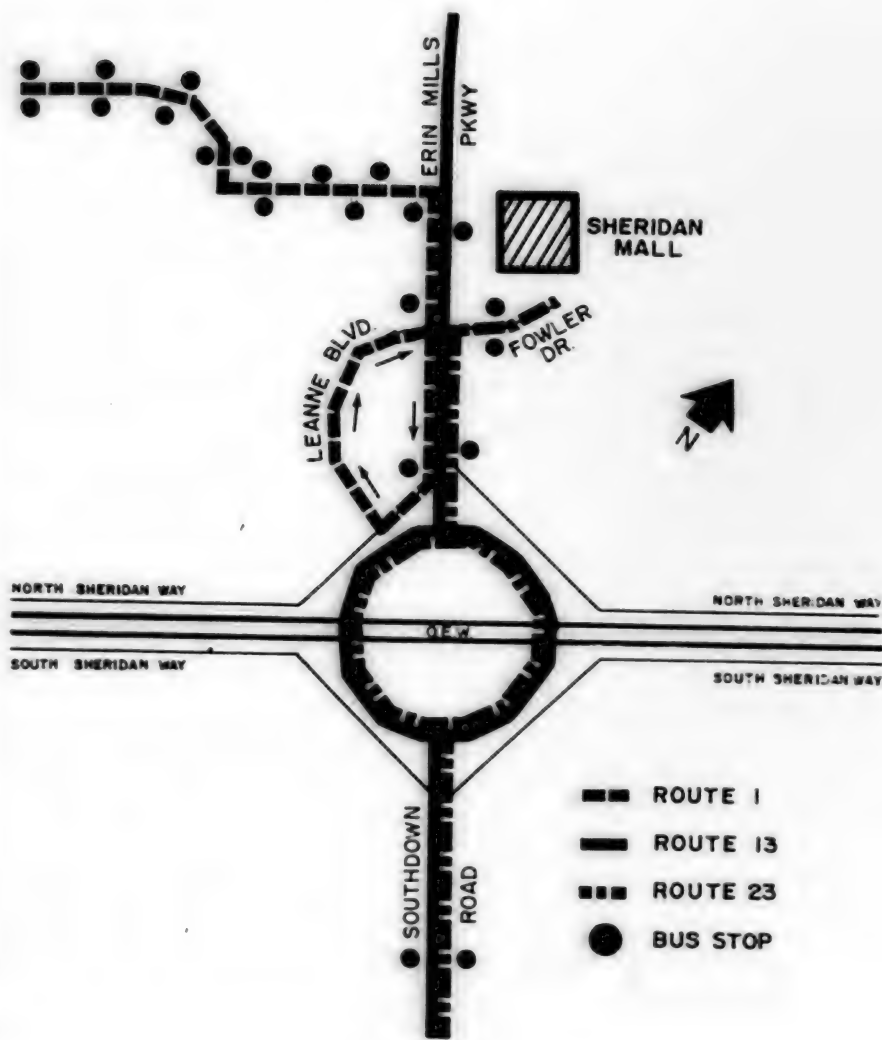
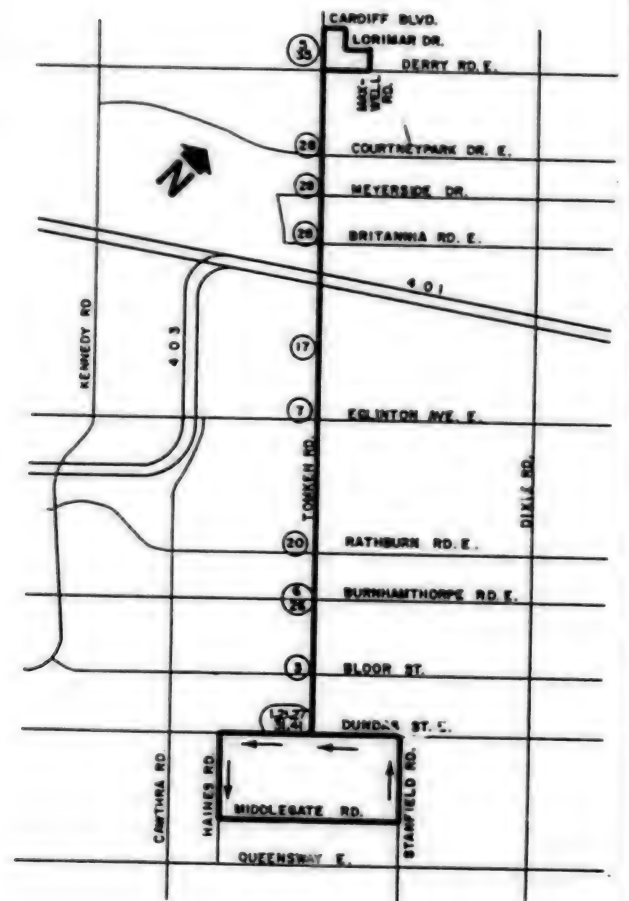
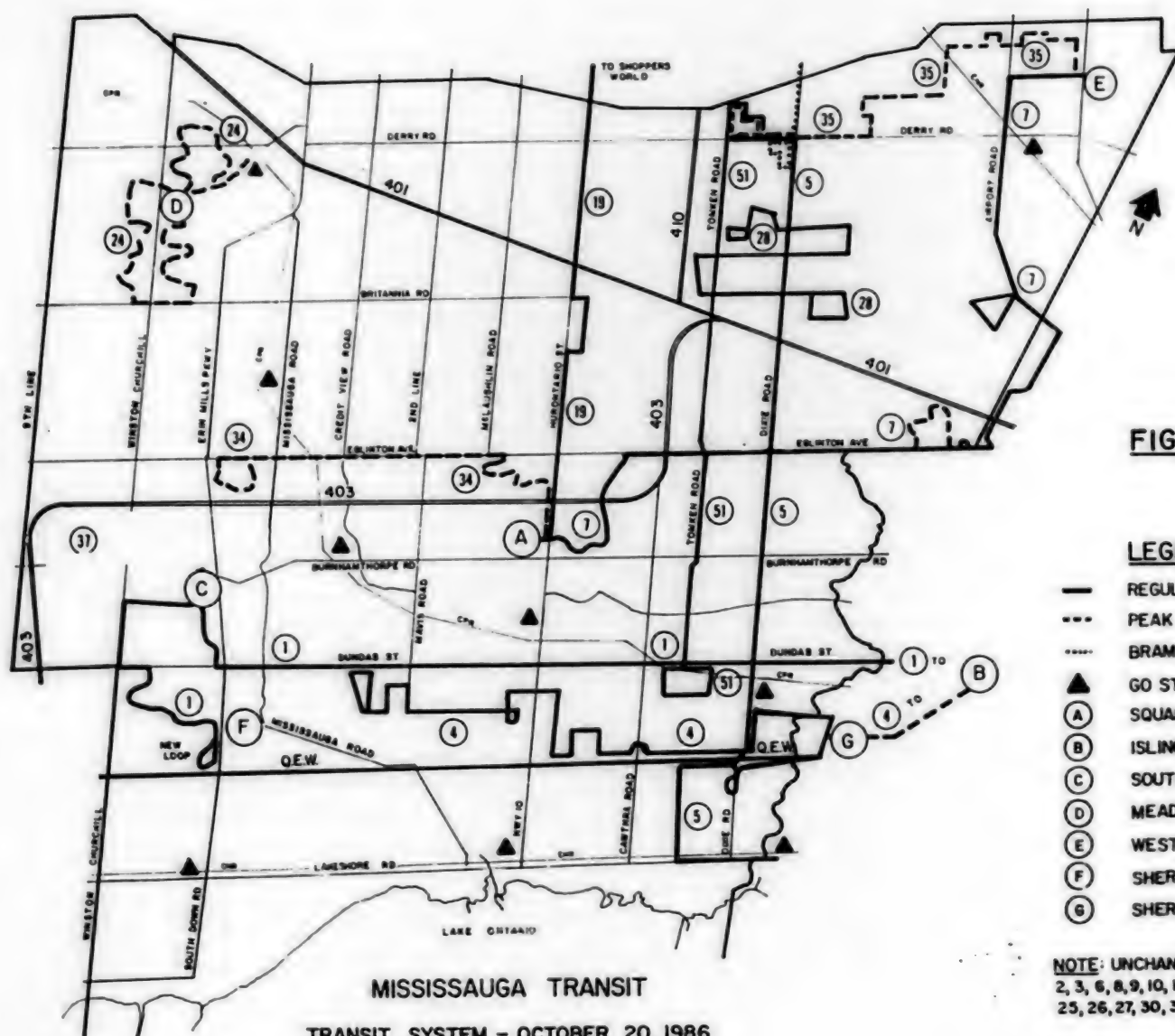


FIGURE 2B

**ROUTE 51 - TOMKEN LINE**

OCTOBER 20, 1986





**FIGURE 1**

**LEGEND**

- REGULAR ROUTE
- - - PEAK PERIOD ROUTE
- ..... BRAMPTON ROUTE 18
- ▲ GO STATION
- (A) SQUARE ONE
- (B) ISLINGTON SUBWAY
- (C) SOUTH COMMON MALL
- (D) MEADOWVALE TOWN CENTRE
- (E) WESTWOOD MALL
- (F) SHERIDAN MALL
- (G) SHERWAY GARDENS

**NOTE:** UNCHANGED ROUTES NOT SHOWN  
2, 3, 6, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 20, 22, 23,  
25, 26, 27, 30, 31, 41

MT - TP - 08 25 86 - NJK

(22)h





10

MISSISSAUGA TRANSIT  
MEMORANDUM



To: Mayor & Members of Council

From: E.J. Dowling

Chief:

General Manager

**RECEIVED**

REGISTRY No. 7088

DATE AUG 20 1986

FILE No. D.05-01

CLERK'S DEPARTMENT

August 26th, 1986

OPERATIONS/WORKS **SEP 10 1986**

SUBJECT: Public Attitude Survey - Memorandum of Agreement

ORIGIN: Transit Department

COMMENTS:

The Transit Department over the years has worked closely with the Transit office of the Ministry of Transportation and Communications to develop techniques and concepts which can be used by Mississauga Transit and other Transit Properties throughout Ontario.

The latest initiative pursued by us is the conduct of a public attitude survey to find out some basic information about our Transit users and non users. This information will enable us to plan our system more effectively to meet the requirements of our users. In addition we would be able to address those areas which hinder some residents from using the system and by so doing we hope to add to our ridership.

During the 1986 budget preparation an allocation of \$20,000 was made to assist with the preparation of this project, with the expectation that the M.T.C. might provide some assistance.

10(a)

When an approach was made to the Ministry in April '86, they indicated that they were actively discussing the importance of Transit properties marketing public transit as a viable means of transportation. Consequently, they were, in conjunction with Ontario Urban Transit Association, developing a set of guidelines for use by Transit properties in Ontario to enable them to conduct the basic research which must be a forerunner to the effective marketing of a transit system.

The Ministry, therefore, supported our initiative and agreed to fund 75% of our project as a demonstration project. Every aspect of the project will be documented and a report prepared for the Ministry as a guide to other Transit properties undertaking Transit research projects. The report will include information about the preparation of letters of interest, expectations from the consultants, the components of the study and consultant selection criteria.

When the project was accepted by the Ministry, we invited 16 consultants to submit letters of interest. Following an M.T.C. approved selection process, the Environics Research Group was selected to conduct the survey on our behalf at a total cost of \$52,040.

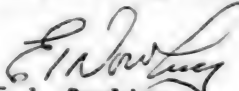
Having acquired the commitment from the Ministry for 75% of funding, and having already acquired budget approval for a commitment by Mississauga Transit, it is now necessary to formalize the agreement with the Environics Research Group by entering into a Memorandum of Agreement.

To effect this agreement, a draft which has been approved by the Legal Department as to form, is attached for Council's approval.

RECOMMENDATION:

That the Memorandum of Agreement between the Corporation of the City of Mississauga and the Environics Research Group for the conduct of a Public Attitude Survey for the Transit Department as a demonstration project be executed by the Mayor and the Clerk and the Corporate seal affixed thereto.

Respectively submitted,

  
E.J. Dowling  
General Manager

EJD/rac  
1.12(26)



City of Mississauga

MEMORANDUM

To Operations and Works Committee

From Terence L. Julian

Dept. \_\_\_\_\_

Dept. City Clerk

September 2, 1986.

SEP 10 1986  
OPERATIONS/WORKS \_\_\_\_\_

LADIES AND GENTLEMEN:

SUBJECT: Partial Closure of Dundas Street West, Part of Lots 33 and 34, Concession 1, S.D.S., Woodchester Investments Limited, 02/5/77, Site Plan 105-86

ORIGIN: Letter of August 21, 1986, from Mr. Victor S. Doerr, Consultant for the Project.

COMMENTS: As part of the development associated with the rezoning and site plan approval for the Erinwood Shopping Centre and Woodchester Plaza located at the southeast corner of Dundas Street West and Woodchester Drive, the developer will be required to enclose Loyalist Creek through their lands. Presently, the Loyalist Creek flows through a culvert pipe under Dundas Street at which point the road allowance widens at the culvert to accommodate the side slopes to the creek bed level. As a consequence of the enclosure of Loyalist Creek, the lands comprising the side slopes being an integral part of Dundas Street West are no longer required for municipal purposes.

The Engineering Department has no objection to the release and conveyance of the land outside the uniform right-of-way width (Dundas Street West) at the Loyalist Creek once the creek has been enclosed. The surplus lands are to be conveyed to the abutting owners, subject to a satisfactory servicing agreement being entered into for the creek enclosure and that the owners absorb the costs for advertising, survey and legal expenses in connection with the closure.

In keeping with City Policy, the adjoining owners are entitled to a gratuitous conveyance of the widening provided that the City is reimbursed all associated costs.



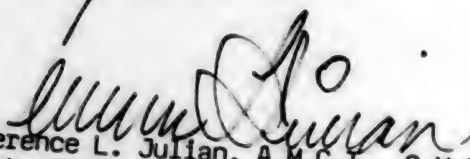
11(a)

- 2 -

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of Dundas Street West located within Part of Lots 33 and 34, Concession 1, South of Dundas Street West and that the stopped up part of Dundas Street West be conveyed to the adjoining owners subject to a Servicing Agreement for the enclosure of the Loyalist Creek pursuant to Rezoning File 02/5/77 and Site Plan File 105-86, Woodchester Investments Limited, and provided further that the City is reimbursed all costs incurred as a result of the closure and reconveyance of the road.

RH  
PJS:le

  
Terence L. Julian, A.M.C.T., C.M.C.,  
City Clerk.



CITY OF MISSISSAUGA

MINUTES

MEETING ELEVEN EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, SEPTEMBER 10, 1986, 9:35 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT: Councillor H. Kennedy  
Councillor F. McKechnie  
Councillor D. Culham  
Councillor D. Cook  
Councillor T. Southorn (Chairman)  
Mayor H. McCallion (Ex-officio)

MEMBERS ABSENT: Councillor L. Taylor

OTHERS PRESENT: NIL

STAFF PRESENT: Mr. D.A. Lychak, City Manager  
Mr. W.P. Taylor, Commissioner of Engineering and Works  
Mr. A. McDonald, Acting Commissioner of  
Building/Zoning/Licensing  
Mr. L.W. Stewart, City Solicitor  
Mr. E.J. Dowling, Transit General Manager  
Mr. N. Dodd, Transit Department  
Ms. L. Mailer, Clerk's Department

DEPUTATIONS - NIL

MATTERS CONSIDERED:

1. Report dated August 27, 1986, from the City Solicitor regarding the Easement requirements with respect to the Huron Park Storm Sewer, Engineering Project on Lands owned by The Mississauga Golf and Country Club.



September 10, 1986

The Huron Park Storm Sewer has now been constructed in part across lands owned by The Mississauga Golf and Country Club, Limited, to an outfall in the Credit River. The Mississauga Golf and Country Club, Limited has delivered to The Corporation of the City of Mississauga an executed form of easement satisfying our easement requirements for these works. The form contains various covenants relating to the use by the Golf Club of structures placed at the Credit River for bridge abutments in order to support its bridge across the Credit River. There are covenants with respect to the repair and maintenance of the storm sewer works and access to the works by the City and the use of the easement lands for golf course purposes. The easement and covenants are satisfactory to this department. The document requires execution by The Corporation of the City of Mississauga and such execution is recommended.

The easement is given gratuitously, although the golf club has submitted its solicitor's account in connection with the negotiation of the easement and all legal matters relating to the storm sewer works.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Easement between The Mississauga Golf and Country Club, Limited and The Corporation of the City of Mississauga with respect to part of the Mill Block, Range 3, Credit Indian Reserve, being Part 1 Plan 43R-13095 and the payment of the legal fees incurred in that connection by The Mississauga Golf and Country Club, Limited, in the sum of \$2,314.50 in accordance with the account submitted by its solicitors, dated August 14, 1986.

J.05.82032

Approved

See Recommendation OW-298-86 (H. Kennedy)

2.

Report dated August 20, 1986, from the City Solicitor with respect to the Release of redundant Agreements for Registered Plan 43M-515. Further to earlier reports from the Legal Department, Council adopted General Committee Recommendations 242-86 and 378-86 on February 24, 1986, and March 24, 1986, respectively. These recommendations pertained to the release of an Agreement dated October 25, 1972, concerning the extension of Fowler Drive and a spent Licence Agreement dated May 21, 1964, concerning the use of a temporary roadway which has now been dedicated as Public Highway on Plan 43M-645 as Seven Oaks Drive. These reports dealt with release of these Agreements as they affected Plans 43M-645 and 43M-646 and the Releases from these Agreements have now been registered against both of these Plans.

September 10, 1986

The Solicitor for Magic Meadows Limited, Mr. John H. Switzer, has now requested a Release of these Agreements as they affect Plan 43M-515, which Plan lies immediately adjacent to Plans 43M-645 and 43M-646. The rationale for the release of these Agreements pertains equally to this plan as it did to the other two plans for which Releases were authorized.

RECOMMENDATION:

- (a) That a by-law be enacted to authorize execution of a Release with respect to a Licence Agreement dated May 21, 1964, between The Corporation of the Township of Toronto, The Corporation of the County of Peel and Guismont Holdings Limited as it affects those lands within Plan 43M-515.
- (b) That a by-law be enacted to authorize execution of a Release with respect to the Agreement dated October 25, 1972, between Oughtred Brothers Limited, JDS Investments Limited and the Corporation of the Town of Mississauga, as it affects the lands within Plan 43M-515.

B.06.515.02

Approved

See Recommendation OW-299-86 (F. McKechnie)

- 3. Report dated August 8, 1986, from the Commissioner of Engineering & Works in response to neighbourhood concerns in the Meadowvale area the Legal Department was instructed to look into the preparation of the By-Law necessary to stop train whistling.

The sounding of engine whistles is required under The Railway Act but there is provision under that Act for a municipality to pass a By-Law to stop whistling provided the By-Law is approved by Order of the Railway Transport Committee of the Canadian Transport Commission. After discussions with the Regional Accident Investigator for the Railway Transport Committee all the necessary documentation has been prepared and all the necessary safety devices have been installed at the level crossings where there is a sounding of an engine whistle.

In order to clarify the existing situation with the By-Laws of the former Township of Toronto and Village of Streetsville all the crossings for the C.P.R. in the City of Mississauga have been reviewed and a comprehensive By-Law has been prepared which will incorporate all the existing approved By-Laws and add three new locations. The new crossing locations which will be added and at which the prohibition for whistling will be added are Central Parkway West at the Wharton Industrial Spur, Winston Churchill Blvd. and the 10th Line. Instead of whistling other protection types will be inserted at these crossings. For instance, both the Winston Churchill Blvd. and 10th Line will be equipped with flashing light signals and bell with gates.

September 10, 1986

RECOMMENDATION:

That a by-law be enacted to prohibit the sounding of engine whistles at the various crossings of C.P.R. Railway tracks in the City of Mississauga and to repeal By-Laws 2911, 3505, 3517, 4398, 63-31, 9904 and 73-56.

D.02.03

Approved

See Recommendation OW-300-86 (F. McKechnie)

4. Report dated August 20, 1986, from the Commissioner of Engineering & Works regarding the Lakeshore Road Bridge Crossing at the Credit River. Council authorization has been received to retain the firm of McCormick, Rankin & Associates Limited for the professional consulting services required to repair/rehabilitate the existing Lakeshore Road Bridge spanning the Credit River. A standard M.E.A./C.E.O. agreement form has been executed by the Consultants and has been reviewed and found to be acceptable by City Staff.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement between the City of Mississauga and McCormick, Rankin & Associates Limited for the professional consulting services required to repair/rehabilitate the existing Lakeshore Road Bridge spanning the Credit River.

J.05.85000

Approved

See Recommendation OW-301-86 (F. McKechnie)

5. Report dated August 29, 1986, from the Commissioner of Engineering & Works regarding the assumption of the municipal services constructed by G. Ruso Construction Limited (located north of Burnhamthorpe Road East/west of Dixie Road). As far as the Engineering Department is concerned the developer has complied with all the requirements of the Servicing Agreement for the installation of the municipal services.



September 10, 1986

RECOMMENDATION:

That the City of Mississauga assume the municipal services constructed by G. Ruso Construction Limited under the terms of the Servicing Agreement for Reference Plans 43R-10167 and 43R-10438 (located north of Burnhamthorpe Road East/west of Dixie Road) and that the City Treasurer be authorized to release the Letter of Credit currently valued at \$22,054.87.

02/32/80

Approved

See Recommendation OW-302-86 (F. McKechnie)

6. Report dated August 27, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of outstanding grading works in Central Parkway Subdivision, Plans M-410 and M-411 (located north of Burnhamthorpe Road East/west of Central Parkway East). Under the terms of the Servicing Agreement, the Developer is responsible for the proper grading of all lots within the subdivision and by letter dated July 18, 1986, the Developer's Project Managers was advised that the grading on Blocks 77 and 78 (M-410) and Block 59 (M-411) remains outstanding. The residents involved have expressed concern regarding the delay in this matter.

RECOMMENDATION:

- (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading works on Blocks 77 and 78 (Plan M-410) and on Block 59 (Plan M-411), Central Parkway Subdivision (located north of Burnhamthorpe Road East and west of Central Parkway East) at an estimated cost of \$23,000.00.
- (b) That the Commissioner of Engineering and Works be authorized to engaged McConnell Maughan Limited for the supervision of the grading works at an estimated cost of \$2,000.00.
- (c) That the City Treasurer be authorized to draw on the Developer's Letter of Credit to defray the costs incurred by the City pursuant to recommendations (a) and (b) above.

B.06.410.02

B.06.411.02

Approved

See Recommendation OW-303-86 (D. Culham)

September 10, 1986

7. Report dated August 25, 1986, from the Commissioner of Engineering & Works in response to a request for a report regarding traffic associated with the Victoria Day Fireworks Display at Square One Shopping Mall. The Engineering Department has contacted the Peel Regional Police, and has been advised by Staff Inspector C. O'Toole of the Police activities during the event.

A total of twelve Officers from 22 Division were assigned to the Square One location. Four Officers patrolled the perimeter of Square One; two were positioned on Burnhamthorpe Road between Square One and Mavis Road, one Officer patrolled Elora Drive while the fourth was positioned at Rathburn Road behind Square One. Seven Officers were assigned inside the perimeter of Square One; two in front of the display, two at the rear of the display, and three Officers patrolling the general area at the extreme west end of the parking lot.

In addition to the mobile and foot patrols, the Police used a sound truck to advise motorists not to park their vehicles in such a manner as to block access or create a hazard in the immediate area of the display. Many motorists had attempted to park on Elora Drive and other roadways to avoid the admission charge.

Peel Police had also contacted the Port Credit O.P.P. detachment requesting assistance with traffic control along Highway 403.

Above and beyond the Police manpower, approximately 65 volunteers from the Credit Valley Hospital were on hand to assist with crowd control and parking duties.

The Police indicated that the event functioned reasonably smoothly considering the number of people in attendance, and traffic delays were kept to a minimum. The Engineering Department did not receive any complaints from the public, and a number of employees indicated that the event was handled quite well with very minimum delays.

RECOMMENDATION:

That the report, dated August 25, 1986 dealing with the Victoria Day Fireworks display at Square One be received for information.

A.04.08.01

Approved

See Recommendation OW-304-86 (F. McKechnie)

8. Report dated August 25, 1986, from the Commissioner of Engineering & Works in response to a concern by an Officer of the Peel Regional Police concerned with the number of accidents at #1250 Mississauga Valley Boulevard, due to limited sight distances when exiting the driveway. Accident records to date indicate eight (8) occurrences have been reported at this location due in part to limited sight distances.

September 10, 1986

The sight lines could be improved considerably by prohibiting parking on the north side of Mississauga Valley Boulevard from Central Parkway East to the first driveway at #1250. At this time the area is partially prohibited to parking 100' from the intersection and there is a fire hydrant located here also. Therefore, this proposed parking restriction would only remove three (3) on-street parking spaces in the existing seventy-two (72) hour zone.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on Mississauga Valley Boulevard, north side, from Central Parkway East to a distance of 134 meters westerly.

F.06.04.02

Approved

See Recommendation OW-305-86 (D. Cook)

9. Report dated August 20, 1986, from the Transit General Manager regarding the system changes to be implemented on October 20, 1986. The system changes approved by Council on June 9, 1986, was dependent on the receipt of all 21 new buses. Based on a recent review of bus availability it is necessary to implement the changes in two stages on October 20, 1986 and in the Spring 1987. The report details the proposed changes effective October 20, 1986.

RECOMMENDATION:

That the report dated August 20, 1986, from the Transit General Manager with respect to the transit system changes proposed for implementation on October 20, 1986, be received for information.

Mr. Dowling advised that not all the route changes originally presented in the Spring will not be implemented on October 20, 1986, due to the late delivery of the buses.

D.05.02

Received

See Recommendation OW-306-86 (D. Culham)



September 10, 1986

10. Report dated August 26, 1986, from the Transit General Manager regarding the work done over the years with the Ministry of Transportation and Communications to develop techniques and concepts which can be used by Mississauga Transit and other Ontario Transit Properties. The most recent initiative is the conduct of a public attitude survey to find out basic information about transit users and non users. This information will enable planning of the system more effectively to meet the requirements of the users and address areas which hinder some residents from using the system. A proposal was submitted to the Ministry and approved. Consultants were invited to make submissions and Environics Research Group was selected and an agreement has been prepared.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement dated August 29, 1986, between The Corporation of the City of Mississauga and the Environics Research Group for the conduct of a Public Attitude Survey for the Transit Department as a demonstration project.

D.05.01

Approved

See Recommendation OW-307-86 (D. Culham)

11. Report dated September 2, 1986, from the City Clerk with respect to the partial closure of Dundas Street West. As part of the development associated with the rezoning and site plan approval for the Erinwood Shopping Centre and Woodchester Plaza located at the southeast corner of Dundas Street West and Woodchester Drive, the developer will be required to enclose Loyalist Creek through their lands. Presently, the Loyalist Creek flows through a culvert pipe under Dundas Street at which point the road allowance widens at the culvert to accommodate the side slopes to the creek bed level. As a consequence of the enclosure of Loyalist Creek, the lands comprising the side slopes being an integral part of Dundas Street West are no longer required for municipal purposes.

The Engineering Department has no objection to the release and conveyance of the land outside the uniform right-of-way width (Dundas Street West) at the Loyalist Creek once the creek has been enclosed. The surplus lands are to be conveyed to the abutting owners, subject to a satisfactory servicing agreement being entered into for the creek enclosure and that the owners absorb the costs for advertising, survey and legal expenses in connection with the closure.

In keeping with City Policy, the adjoining owners are entitled to a gratuitous conveyance of the widening provided that the City is reimbursed all associated costs.

September 10, 1986

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of Dundas Street West located within Part of Lots 33 and 34, Concession 1, South of Dundas Street West and that the stopped up part of Dundas Street West be conveyed to the adjoining owners subject to a Servicing Agreement for the enclosure of the Loyalist Creek pursuant to Rezoning File OZ/5/77 and Site Plan File 105-86, Woodchester Investments Limited, and provided further that the City is reimbursed all costs incurred as a result of the closure and reconveyance of the road.

OZ/5/77

Approved

See Recommendation OW-308-86 (D. Culham)

The following additional items were discussed by the Committee.

12. Spring Water - Mississauga Road south of Dundas Street West

The Mayor advised that the Region will be requesting the City to erect a sign at this location to warn/advise users that the water is tested periodically; however, there is no guarantee that the water is suitable for consumption.

Mr. Taylor inquired why it would be the City's responsibility to erect such a sign. Mr. Taylor advised that he would report on the item when a formal request has been received from the Region.

A.02.04.01

No Recommendation

13. Computerized Traffic Control System

Councillor McKechnie advised that he has received a number of complaints regarding the delay caused at Goreway Drive for vehicles travelling east and west on Morning Star Drive.

Mr. Taylor advised that he would look into this matter.

F.06.02

No Recommendation

September 10, 1986

14. Intersection of Darcel and Finch Avenues

Councillor McKechnie inquired why the City is not controlling this intersection since it affects residents in the Malton community more than Brampton.

Mr. Taylor pointed out that this intersection is the boundary between Mississauga and Brampton and Finch Avenue is therefore under the jurisdiction of the Region. Darcel Avenue is under the City's jurisdiction.

Councillor McKechnie suggested that the City request that the control of Finch Avenue be transferred to the City.

The Mayor suggested that this question be raised at the Region.

F.06.01

No Recommendation

15. Closure of Clarkson Road North/Lorne Park Road at the CN Tracks

The Mayor advised that she has received a number of complaints regarding the lack of sufficient notice to the residents and merchants regarding these road closures.

Mr. Lychak advised that he would review the procedure involved for notification when roads are closed.

F.02.04.03

No Recommendation

Recommendations: As per Report 11-86

Adjournment: 10:05 A.M.



OPERATIONS AND WORKS COMMITTEE

SEPTEMBER 10, 1986

REPORT 11-86

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its eleventh report and recommends:

OW-298-86 That a by-law be enacted to authorize execution of the Easement between The Mississauga Golf and Country Club, Limited and The Corporation of the City of Mississauga with respect to part of the Mill Block, Range 3, Credit Indian Reserve, being Part 1 Plan 43R-13095 and the payment of the legal fees incurred in that connection by The Mississauga Golf and Country Club, Limited, in the sum of \$2,314.50 in accordance with the account submitted by its solicitors, dated August 14, 1986.

J.05.82032  
(OW-298-86)

OW-299-86 (a) That a by-law be enacted to authorize execution of a Release with respect to a Licence Agreement dated May 21, 1964, between The Corporation of the Township of Toronto, The Corporation of the County of Peel and Guismont Holdings Limited as it affects those lands within Plan 43M-515.

(b) That a by-law be enacted to authorize execution of a Release with respect to the Agreement dated October 25, 1972, between Oughtred Brothers Limited, JDS Investments Limited and the Corporation of the Town of Mississauga, as it affects the lands within Plan 43M-515.

B.06.515.02  
(OW-299-86)

OW-300-86 That a by-law be enacted to prohibit the sounding of engine whistles at the various crossings of C.P.R. Railway tracks in the City of Mississauga and to repeal By-Laws 2911, 3505, 3517, 4398, 63-31, 9904 and 73-56.

D.02.03  
(OW-300-86)

September 10, 1986

OW-301-86 That a by-law be enacted to authorize execution of the Agreement between the City of Mississauga and McCormick, Rankin & Associates Limited for the professional consulting services required to repair/rehabilitate the existing Lakeshore Road Bridge spanning the Credit River.

J.05.85000  
(OW-301-86)

OW-302-86 That the City of Mississauga assume the municipal services constructed by G. Ruso Construction Limited under the terms of the Servicing Agreement for Reference Plans 43R-10167 and 43R-10438 (located north of Burnhamthorpe Road East/west of Dixie Road) and that the City Treasurer be authorized to release the Letter of Credit currently valued at \$22,054.87.

02/32/80  
(OW-302-86)

OW-303-86 (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading works on Blocks 77 and 78 (Plan M-410) and on Block 59 (Plan M-411), Central Parkway Subdivision (located north of Burnhamthorpe Road East and west of Central Parkway East) at an estimated cost of \$23,000.00.

(b) That the Commissioner of Engineering and Works be authorized to engaged McConnell Maughan Limited for the supervision of the grading works at an estimated cost of \$2,000.00.

(c) That the City Treasurer be authorized to draw on the Developer's Letter of Credit to defray the costs incurred by the City pursuant to recommendations (a) and (b) above.

B.06.410.02  
B.06.411.02  
(OW-303-86)

OW-304-86 That the report, dated August 25, 1986 dealing with the 1986 Victoria Day Fireworks display at Square One be received for information.

A.04.08.01  
(OW-304-86)

OW-305-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on Mississauga Valley Boulevard, north side, from Central Parkway East to a distance of 134 meters westerly.

F.06.04.02  
(OW-305-86)

September 10, 1986

OW-306-86 That the report dated August 20, 1986, from the Transit General Manager with respect to the transit system changes proposed for implementation on October 20, 1986, be received for information.

D.05.02  
(OW-306-86)

OW-307-86 That a by-law be enacted to authorize execution of the Agreement dated August 29, 1986, between The Corporation of the City of Mississauga and the Environics Research Group for the conduct of a Public Attitude Survey for the Transit Department as a demonstration project.

D.05.01  
(OW-307-86)

OW-308-86 That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of Dundas Street West located within Part of Lots 33 and 34, Concession 1, South of Dundas Street West and that the stopped up part of Dundas Street West be conveyed to the adjoining owners subject to a Servicing Agreement for the enclosure of the Loyalist Creek pursuant to Rezoning File OZ/5/77 and Site Plan File 105-86, Woodchester Investments Limited, and provided further that the City is reimbursed all costs incurred as a result of the closure and reconveyance of the road.

OZ/5/77  
(OW-308-86)



September 3 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

\*\*\*\*\*WEDNESDAY, SEPTEMBER 3, 1986, 10:00 A.M.\*\*\*\*\*

COUNCIL CHAMBERS

Members: Councillor H. Kennedy  
Councillor L. Taylor  
Councillor F. McKechnie  
Councillor D. Culham  
Councillor D. Cook (Chairman)  
Councillor T. Southorn

Prepared by: Linda Mailer, Clerk's Department  
Date: August 27 1986

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - SEPTEMBER 3, 1986

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	A.06.01 A.04.13.01	Fire Potential - New Residential Subdivisions
2.	A.06.01	By-law to Regulate Fire Routes and Fire Hydrants
3.	B.06.405.02 F.02.03	Runcorn Row - Closure of Walkway to Winston Churchill Boulevard
4.	F.02.04.03	Clarkson Road North/Lorne Park Road at C.N. Tracks - Temporary Closure
5.	F.02.04.03	Mid-Way Boulevard and Pacific Gate at Tomken Road - Temporary Closure
6.	F.06.04.02	Mississauga Road/Bow River Crescent - Extended Parking
7.	F.06.02	Central Parkway East/Rathburn Road - Traffic Signals
8.	F.06.02	Confederation Parkway between Hillcrest Avenue and Burnhamthorpe Road
9.	T-83027 F.06.01	Traders Associates Plan of Subdivision - Traffic Signals
10.	F.06.04.02	Mavis Road North and South - Truck Parking
11.	F.06.04.01	Mississauga Road south of Dundas Street - Traffic Concerns
12.	F.06.04.01	Petersburg Crescent - Housekeeping Change
13.	F.06.04.06	Sheridan Park Drive - Housekeeping Change
14.	F.02.04.04	Port Credit Boy Scouts Harvest Fest '86
15.	L.07.01.02	Enforcement and Peace Officers - Staff Changes
16.	L.07.01.02	Building Inspectors - Changes
17.	E.02.07.01	Proudfoot Street - Encroachment



Operations/Works Index

September 3, 1986

- 18. B.02.77060 Matthews Group Limited - Easement from Ministry of Government Services
- 19. J.05.85004 Reconstruction of Tenth Line - Britannia Road to Battleford Road - 4m Acquisition
- 20. A.03.04.01 Public Vehicle Authority Report 5-86 - August 12, 1986
- 21. A.03.04.11.02 Traffic Safety Council Report 6-86 - August 13, 1986

ADDITIONAL:

- 22. B.06.542.02 Knob Hill Estates - Noise Problems

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

SEPTEMBER 3, 1986

DEPUTATIONS - 10:00 A.M.

- A. Mr. David Rechtsman, General Chairman, Toronto Home Builders Association.

A.06.01

A.04.13.01

SEE ITEM 1

MATTERS FOR CONSIDERATION:

1. Report dated August 6, 1986, from the Fire Chief regarding the fire hazards created by extremely large numbers of houses currently in the framed only state. The present situation is due partly to the shortage of skilled labour in the bricklaying and other trades, a three week strike by bricklayers and a sellers market for new homes. While the present situation is abnormal, the trend in framing long rows or groups of houses has become more prevalent in the past few years and is expected to continue.

Mississauga has experienced a number of serious construction fires and for this reason a fire prevention program for partially completed buildings in new subdivisions is essential.

The Chief reviews the causes and advises that meetings have been held to seek solutions to the problem. The Toronto Home Builders Association, whose members are involved in up to 75% of the home construction in Mississauga, understands and recognizes the problem and will be supportive of necessary measures providing there are no unreasonable delays created that would affect the production process. The Home Builders Association agrees that voluntary constraints are not likely to be successful.

Sections of the Ontario Fire Code can be applied to address some of the concerns and open fires at construction sites will be on a permit basis under the restrictions of the Open Fire Burning By-law No. 394/79. Any violations would be served against the builder and it is proposed to issue a warning to violators prior to taking action under the Fire Code Act.

The only effective method of fire control for long rows of houses under construction is a fire break. Restrictions on the number of houses in the framed only state have been applied elsewhere in at least one other jurisdiction which obligates the developer to leave a fire break at every 7th lot. This allows a maximum of six framed only houses to be erected, leaving the 7th lot as a fire break, then repeated with a further six houses. This formula appears to be reasonable and would have acceptance with the builders group.

The Legal Department has confirmed their position as it relates to the legal methods of dealing with incorporation of fire prevention measures for partially completed buildings in new plans of subdivision. The Legal Department states that it would be in conformity with the provisions of the Planning Act if a condition of draft approval of the subdivision were incorporated at the request of the Fire Department which would enable the Building Department to restrict the issuance of full building permits for certain lots. Specifically the Fire Department would designate on the draft plan those lots which the developer would be obligated to leave as fire breaks. The restriction which would be placed as a condition would state that:

"no superstructure building permit will be issued for the designated lots until such time as the external finishes, including cladding, roofing and windows have been installed on the buildings on the lots abutting each of the lot lines."

The Building Department has powers under its Building By-law to issue different types of building permits. One of the permits they can issue is a foundation only permit. The Chief Building Official would issue a foundation only permit for the designated fire break lots and the superstructure permit would not be issued until the installation of the cladding, roofing and windows has been complied with on the adjacent lots. If the builder proceeded to build more than foundations on the designated fire break lot he would be in contravention of the provisions of the Building Code Act which can be used to restrict this unlawful activity.

The Building Department has agreed that they would process all building applications submitted by the developer for all of the lots at the same time and, notwithstanding the fact that the fire break lots would have foundation only permits, it would just be a matter of administrative procedure for the Chief Building Official to issue the superstructure permits whenever advised by his inspection staff that the conditions of cladding, roofing and windows have been complied with on the adjoining lots.

**RECOMMENDATIONS:**

- (a) That the Fire Department, in conjunction with Public Affairs, develop an information brochure to be attached to all building permits outlining the contractors' responsibilities under the Ontario Fire Code and indicating the municipality's intention to enforce the appropriate sections of the Ontario Fire Code pertaining to open burning, access to the site and the maintenance of and access to hydrants.



September 3, 1986

- (b) That every 7th lot in a draft plan of residential subdivision be designated as a fire break and further that the Fire Department review all draft plans of residential subdivision to designate those lots which the developer is obligated to leave as fire breaks and that these conditions be incorporated into Schedule 'C' of the Servicing Agreement as well as the Financial Agreement which is registered on title.
- (c) That the Building Department process all applications for building permits and issue foundation only permits for the designated fire break lots. The issuance of the superstructure permits for these lots will only be released upon the approval of the Chief Building Official (in conjunction with the Fire Chief) at such time that, in the opinion of the Chief Building Official, the intent of this restriction has been satisfied and that no more than six (6) consecutive buildings will be under construction in a framed state.

A representative of the Toronto Home Builders Association will appear before the Committee regarding this matter.

A.06.01  
A.04.13.01

- 2. Report dated August 7, 1986, from the Fire Chief regarding By-law 1036-81 - A By-law to Regulate Fire Routes & Fire Hydrants. Subsection 4(c) of By-law 1036-81 requires contractors to post a Letter of Credit with each fire route application. This Letter of Credit was required to ensure that fire routes were constructed in compliance with the accepted Site Plan.

Many contractors have questioned the need for this Letter of Credit. In reviewing the Building Code and Fire Code legislation pertaining to fire routes, the Fire Department agrees that the Letter of Credit is not required. If the property owner fails to construct the fire route according to the accepted drawing, occupancy of the building may be withheld. Such a requirement outweighs the financial obligation of a \$5,000.00 Letter of Credit.

Subsection 4(d) of By-law 1036-81 requires the applicant to submit a processing fee of \$100.00. This fee structure was established in 1981 and has remained unchanged. The Fire Department has reviewed current costs related to the processing of the application and the inspection of the fire route.

RECOMMENDATION:

That a by-law be enacted to amend By-law 1036-81 to Regulate Fire Routes and Fire Hydrants as follows:

- (a) to delete Subsection 4(c) to eliminate the need for a Letter of Credit.
- (b) to repeal Subsection 4(d) and substitute the following:  
'(d) pay to the corporation a processing and inspection fee of \$150.00.'

A.06.01

RECOMMEND ADOPTION

3. Report dated July 22, 1986, from the Commissioner of Engineering & Works in response to a petition (37 signatures) from the residents on Runcorn Row requesting the closure of the concrete walkway between the end of the cul-de-sac and Winston Churchill Boulevard. The residents' concerns are outlined in the attached petition.

The Engineering and Works Department has reviewed this request and have no objections as no cross walk exists on Winston Churchill Boulevard at the end of the walkway. A cross walk exists at Battleford Road which is located 180 m (590 ft.) south of the walkway and pedestrians can proceed down Edenwood Road to gain access to the Meadowvale Town Centre.

RECOMMENDATION:

That steps be undertaken to close the walkway on Block 21 Plan M-405 (from Runcorn Row to Winston Churchill Boulevard) including restoration and that the lands be transferred to the adjacent property owners at market value.

B.06.405.02

F.02.03

RECOMMEND ADOPTION

4. Report dated August 14, 1986, from the Commissioner of Engineering & Works in response to a request from C.N. Rail for permission to temporarily close Clarkson Road North on Tuesday and Wednesday September 9 and 10, 1986, and Lorne Park Road on Thursday and Friday, September 11 and 12, 1986 at the C.N.R. tracks. These closures between the hours of 7:00 a.m. and 7:00 p.m. are required for ballast rehabilitation and the installation of concrete crossings. Due to other commitments, C.N. cannot schedule this work during the month of August prior to the resumption of school. Off-duty police officers and road closure signage will be provided and all agencies including the school boards will be notified.

The Engineering Department has no objection to this request, and will erect advance notification signing on both roadways.

RECOMMENDATION:

That a by-law be passed authorizing the temporary closures of Clarkson Road North and Lorne Park Road at the C.N.R. crossings on Tuesday and Wednesday, September 9 and 10, 1986 and Thursday and Friday, September 11 and 12, 1986 respectively between the hours of 7:00 a.m. and 7:00 p.m. for the purpose of track maintenance.

F.02.04.03

RECOMMEND ADOPTION

5. Report dated August 25, 1986, from the Commissioner of Engineering & Works in response to a request from Westwood Drain Company Ltd. to temporarily close Mid-Way Boulevard and Pacific Gate at Tomken Road to accommodate the installation of a 1500 mm pressure watermain along the west boulevard of Tomken Road under contract with the Ministry of the Environment. Since alternate access is available to all local establishments the Department has no objection to these temporary closures. Due to a number of circumstances, it is impossible to predict the exact date that these roads would be closed; however, it is estimated that each intersection would require one day closure, probably in early to mid September.

RECOMMENDATIONS:

That the Westwood Drain Company Ltd., be granted permission to close, for one day each, the west leg of Mid-Way Boulevard and Pacific Gate at Tomken Road for the purpose of watermain installation and that a by-law be enacted to authorize these closures.

F.02.04.03

RECOMMEND ADOPTION

6. Report dated August 12, 1986, from the Commissioner of Engineering & Works as a result of the following recommendation adopted by Council on July 14, 1986 to permit extended parking for 12 hours maximum on the following roadways:
- (a) on the north side of the north leg of Bow River Crescent between a point 15 meters west of Falconer Drive and a point 151 meters west. Parking would be prohibited 6 meters either side of the complex driveway, and within 15 meters of Falconer Drive in accordance with the provisions of By-law 444-79;
  - (b) on the west side boulevard of Mississauga Road between a point 35 meters north of High Street and a point 6 meters south of Park Street;



September 3, 1986

- (c) on the east side boulevard of Mississauga Road between a point 22 meters south of Front Street and a point 40 meters south thereof.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to extend parking for 12 hours maximum on portions of Mississauga Road and Bow River Crescent.

F.06.04.02

RECOMMEND ADOPTION

7.

Report dated August 6, 1986, from the Commissioner of Engineering & Works regarding traffic control signs at Central Parkway East and Rathburn Road. With the completion of Central Parkway East between Eglinton Avenue and Rathburn Road, concern has been expressed with respect to the operation of the intersection of Rathburn Road and Central Parkway East. Currently, an all-way stop is in place and has been an aid to the two adult crossing guards; however, the intersection is quite large with multiple lanes in each direction and since it is an intersection of two major collectors, there continues to be a problem with motorists driving through the stop signs. Also as traffic volumes increase more confusion is evident at the intersection.

The need for traffic signals was identified in 1975 during the processing of the plans and Mascan Corporation contributed \$50,000 to cover the costs of the signals. While warrants are not met at this time, the traffic signals can be installed and paid for by the developer's contribution.

RECOMMENDATION:

That traffic control signals be installed at the intersection of Rathburn Road and Central Parkway East to be funded from the Mascan Corporation contribution.

F.06.02

RECOMMEND ADOPTION

8.

Report dated August 20, 1986, from the Commissioner of Engineering & Works regarding the opening of Confederation Parkway south of Burnhamthorpe Road to vehicle traffic by the end of September 1986. Vehicle volumes will be high on this roadway as it will be used as an alternative to Hurontario Street. Traffic signals should be operational at the following intersections:

- . Burnhamthorpe Road and Confederation Parkway
- . Confederation Parkway and Hillcrest Avenue
- . Hillcrest Avenue and the East Go Station Access Road

September 3, 1986

Developer fund has been secured for the first intersection and controls presently exist and the two others and require only energization.

RECOMMENDATION:

- (a) That traffic control signals be installed at the intersection of Burnhamthorpe Road and Confederation Parkway upon the opening of this road to vehicle traffic (funding to be provided by the developer).
- (b) That the existing traffic signals at the intersections of Confederation Parkway/Hillcrest Avenue and Hillcrest Avenue/East Go Access Road be energized upon the opening of Confederation Parkway to Burnhamthorpe Road.

F.06.02

RECOMMEND ADOPTION

9.

Report dated August 19, 1986, from the Commissioner of Engineering & Works regarding traffic signal contribution for proposed Plan of Subdivision, Traders Associates. The requirements for traffic signalization were identified and outlined in the Consolidated Report for the subject draft plan. Contributions for traffic signals were required at the following intersections:

McLaughlin Road and Stadacona Drive (now Bristol Road)  
Stadacona Drive West (Bristol Road) & Hurontario Street.  
Stadacona Drive West and street 'H'  
Stadacona Drive West and street 'A'

The locations of these intersections are shown on the attached plan. In accordance with City policy it was further indicated that a report would be prepared with respect to the contribution for the installation of traffic signals at Stadacona Drive West and street 'E', this would be prior to finalizing the servicing agreement.

The attached plan shows the relationship of street 'E' to the Hawthorne Valley Draft Plan of Subdivision and to the lands north of Stadacona Drive West (Bristol Road) are the board common lands, the land use of which has not been determined as yet. Based on a review traffic signals would not be required at the intersection of street 'E' on Stadacona Drive West since it forms just a small street ending in a crescent in the Hawthorne Valley Draft Plan, also, alternative access will be available via street 'C' to street 'A' at which traffic signals would be installed.

September 3, 1986

RECOMMENDATION:

That a contribution towards the installation of traffic control signals at Stadacona Drive West (Bristol Road)/ street 'E' not be required as a condition related to Draft Plan of Subdivision under file T-83027 (Phase II) Traders Associates (400556 Ontario Limited).

T-83027  
F.06.01

RECOMMEND ADOPTION

10.

Report dated August 1, 1986, from the Commissioner of Engineering & Works concerning the number of heavy vehicles parking on Mavis Road north and south of Burnhamthorpe Road which disrupt local residents and obstruct the flow of through traffic and create sight distance problems.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on Mavis Road, both sides, from Central Parkway to Highway 403.

F.06.04.02

RECOMMEND ADOPTION

11.

Report dated August 14, 1986, from the Commissioner of Engineering & Works regarding traffic concerns relating to the spring water supply at Mississauga Road south of Dundas Street. In response to recent interest concerning traffic conditions at the spring water supply on Mississauga Road south of Dundas Street, the Engineering Department has monitored this area on three separate occasions. It should be noted that with a facility of this nature, peak hours vary and are unpredictable. Therefore, the following three very different time periods were studied:

- |     |                          |                         |
|-----|--------------------------|-------------------------|
| (1) | Saturday, June 14, 1986  | 11:30 a.m. to 1:30 p.m. |
| (2) | Saturday, June 26, 1986  | 8:00 a.m. to 10:00 a.m. |
| (3) | Wednesday, July 30, 1986 | 4:00 a.m. to 6:00 p.m.  |

All three studies yielded similar results; through traffic only encountered minor inconvenience when vehicles using this spring turned into or out of the parking area. These occurrences happened infrequently and did not result in any major traffic mishaps. This is substantiated by our accident records which indicate only one (1) accident associated with this facility since 1979, when our records began. This accident involved three southbound vehicles "rear ending".



September 3, 1986

Also, a few vehicles parked illegally, in the No Parking zone on the east side of Mississauga Road, opposite the spring, when parking was available in the parking lot. This inconvenienced through vehicles but did not result in a serious traffic hazard.

At no time was the parking area ever full to capacity, which is 10 to 14 vehicles, depending on the placement/arrangement of these vehicles.

Therefore, based on the results of these observations and research, no serious traffic hazard exists at the spring water supply at this time. However, if usage of this facility increases in the future, consideration toward providing increased parking will have to be looked into which may prove difficult, or ultimately piping the spring to remove it from use.

The Engineering Department has issued a work order to reinstate some deficiencies in No Parking Anytime signs on Mississauga Road and will install "Caution Hidden Driveway" signs in advance of the spring on Mississauga Road.

RECOMMENDATION:

- (a) That the No Parking signs on Mississauga Road in the area of the spring be upgraded and enforcement of such be requested.
- (b) That "Hidden Driveway" signs be placed on both sides of the spring area.
- (c) That the Engineering and Works Department continue to monitor this area.

F.06.04.01

RECOMMEND ADOPTION

- 12. Report dated July 25, 1986, from the Commissioner of Engineering & Works regarding a Housekeeping By-law to amend Traffic By-law 444-79, as amended dealing with Petersburg Crescent.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize housekeeping changes dealing with Petersburg Crescent in Area Z-28.

F.06.04.01

RECOMMEND ADOPTION

13. Report dated July 25, 1986, from the Commissioner of Engineering & Works regarding a Housekeeping By-law to amend Traffic By-law 44-79, as amended, dealing with no heavy trucks on Sheridan Park Drive.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 44-79, as amended, to authorize housekeeping changes dealing with no heavy trucks on Sheridan Park Drive in Area Z-18.

F.06.04.06

RECOMMEND ADOPTION

14. Report dated August 25, 1986, from the Commissioner of Engineering & Works in response to a request from Ms. Jaime Williams, Manager, Port Credit Business Association, for permission to hold the Port Credit Harvest Fest '86 on September 13, 1986 from 10:00 a.m. to 6:00 p.m.

The event will include a corn and hot dog roast at two separate locations in Port Credit. One on Briarwood Avenue, north of the business section to Forest Avenue, and the other on Helene Street, south of Lakeshore Road to the laneway south of the business section. Activities that will be taking place will be Boy Scouts selling corn and hot dogs from picnic tables to raise money for their many activities. Also, two horse and wagon teams will give free rides to all the visitors along Lakeshore Road and have pick-up stations at each end of Port Credit.

The Peel Regional Police have been consulted and have no objections so long as a full road closure is in effect at all times during the event, both on Briarwood Avenue and Helene Street. Also, the two horse drawn wagons must have a "slow moving vehicle" sign in a prominent location on the back of each of the wagons, visible to all approaching vehicles from the rear.

The Engineering Department has no objections to this request, subject to the usual conditions for special events being satisfied.

RECOMMENDATIONS:

- (a) That a by-law be enacted to authorize the temporary closure of portions of Briarwood Avenue and Helene Street for the purpose of Harvest Fest '86 on September 13, 1986.
- (b) That the Port Credit Business Association be granted permission to hold Harvest Festival 1986 on Saturday, September 13, 1986 from 10:00 a.m. to 6:00 p.m. on Briarwood Avenue - between Forest Avenue and north of the business section and Helene Street - south of Lakeshore Road to the laneway, south of the business section, subject to the following conditions:

- (i) Proof of liability insurance in the amount of one million dollars;
- (ii) Provision of a Hold Harmless and Indemnification Agreement with the City stating that the applicant is responsible totally for their own liability incurred as a result of their activities and indemnifying the City with respect to any claims made against the City, its employees and/or agents resulting from the activities;
- (iii) Completion of a road closure permit with the Engineering Department at least five (5) days prior to the event;
- (iv) Police supervision of the event as deemed necessary by the Peel Regional Police;
- (v) Notification by the Port Credit Business Association to the effected residents on Briarwood Avenue of the road closure at least one week in advance of the event and maintenance of local residents access during the event;
- (vi) Provision of barricades for the roads to be obtained by the applicant and placed under Police supervision.

F.02.04.04

RECOMMEND ADOPTION

15. Report dated August 11, 1986, from the Acting Commissioner of Building, Zoning and Licensing amending By-law 43-82, being a by-law to provide for the appointment of Municipal Enforcement Officers and Peace Officers for the purpose of enforcing City by-laws, required to reflect staff changes within the Department.

RECOMMENDATION:

That a by-law be enacted to amend By-law 43-82, as amended, being a by-law to provide for the appointment of Municipal Enforcement Officers and Peace Officers for the purpose of enforcing City by-laws, required to reflect staff changes within the Department.

L.07.01.02

RECOMMEND ADOPTION

16. Report dated August 14, 1986, from the Acting Commissioner of Building, Zoning and Licensing amending By-law 115-76, as amended, being a by-law to provide for the appointment of Building Inspectors for the purpose of enforcing the Ontario Building Code Act required to reflect staff changes within the Department.



RECOMMENDATION:

That a by-law be enacted to amend By-law 115-76, as amended, being a by-law to provide for the appointment of Building Inspectors for the purpose of enforcing the Ontario Building Code Act required to reflect staff changes within the Department.

L.07.01.02

RECOMMEND ADOPTION

17.

Report dated August 20, 1986, from the City Clerk regarding an encroachment on Proudfoot Street by dwelling situated at 2579 Proudfoot Street. Pursuant to a survey arranged by the registered owners of 2579 Proudfoot Street, it was discovered that a portion of the concrete steps situated on the east side of the dwelling projected and encroached approximately 1.18m (3.9ft.) on City property. The Engineering Department has considered the location of the encroachment and has no objection provided that an appropriate agreement be entered into by the encroaching parties.

An Encroachment Agreement has been executed by the owners of 2579 Proudfoot Street which terms have been reviewed and approved by the Legal Department. The principal condition of the agreement is that the owners will save the City harmless should there be any damages arising out the encroachment.

RECOMMENDATION:

That a by-law be enacted to authorize execution of an Encroachment Agreement between the Owner of Lot 18, Plan TOR-7 municipally known as 2579 Proudfoot Street and The Corporation of the City of Mississauga

E.02.07.01

RECOMMEND ADOPTION

18.

Report dated August 25, 1986, from the City Clerk regarding an external easement required from the Ministry of Government Services to accommodate a storm sewer inlet structure and drainage channels on Ministry lands located south of Highway 403/east of Mavis Road for the servicing of the Matthews Subdivision. The cost of the permanent easement at \$2,500.00 will be borne by the developer.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the "Application to Purchase Easement" together with any related documents required upon acceptance of the Application for lands described as Part of Lots 19 and 20, Conc. 2, N.D.S., located south of Highway 403/east of Mavis Road for the sum of \$2,500.00.

B.02.77060

RECOMMEND ADOPTION

19.

Report dated August 26, 1986, from the City Clerk with respect to the reconstruction of Tenth Line from Britannia Road to Battleford Road. In order to accommodate the proposed construction, the Clerk's Department negotiated the acquisition of a 4 m wide strip of land along the westerly limit of Tenth Line opposite Switzer Gate. The two properties involved are residential parcels owned by Kelly and Helen Dunnill and Fred and Mary Workman.

Mr. & Mrs. Dunnill have executed a standard Offer to Sell in the amount of \$23,505.00. Mr. & Mrs. Workman have also executed a standard Offer to Sell in the amount of \$10,450.00. Both amounts reflect the market value of the land as estimated by the Clerk's Department.

The Offers to Sell have been reviewed by both the Engineering and Works Department and the Legal Department and found to be satisfactory.

RECOMMENDATION:

- (a) That a by-law be enacted to authorize execution of the Offer to Sell dated August 11, 1986, from Kelly and Helen Dunnill with respect to Part of Lot 7, Concession 10, New Survey, and authorizing the execution of any further documents required under the provisions of the Offer to Sell (reconstruction of Tenth Line from Britannia Road to Battleford Road).
- (2) That a by-law be enacted to authorize execution of the Offer to Sell dated August 14, 1986, from Fred and Mary Workman with respect to Part of Lot 7, Concession 10, New Survey, and authorizing the execution of any further documents required under the provisions of the Offer to Sell (reconstruction of Tenth Line from Britannia Road to Battleford Road).

J.05.85004

RECOMMEND ADOPTION

Operations/Works

September 3, 1986

20. Report 5-86 of the Public Vehicle Authority meeting held on August 12, 1986.

A.03.04.01

RECOMMEND ADOPTION

21. Report 6-86 of the Traffic Safety Council meeting held on August 13, 1986.

A.03.04.11.02

RECOMMEND ADOPTION





## MEMORANDUM

To OPERATIONS & WORKS COMMITTEE

G. E. BENTLEY, FIRE CHIEF

Dept.

Dept.

FIRE

RECEIVED

5578

AUG 7 1986

A.06.01

A.04.13.01 OPERATIONS/WORKS

SEP 3 1986

CLERK'S DEPARTMENT

August 6th, 1986.

SUBJECT: Fire Potential in New Residential Subdivisions

ORIGIN: Fire Department

COMMENTS: The fire hazards created by extremely large numbers of houses currently in the framed only state has been reported previously to Council. The present situation is due partly to the shortage of skilled labour in the bricklaying and other trades, a three week strike by bricklayers and a sellers market for new homes.

While the present situation is abnormal, the trend in framing long rows or groups of houses has become more prevalent in the past few years and is expected to continue.

Mississauga has experienced a number of serious construction fires and for this reason a fire prevention program for partially completed buildings in new subdivisions is essential.

The causes attributed to past construction site fires have been:-

- (a) Arson;
- (b) Welding and plumbers torches;
- (c) On-site burning of construction refuse without a burning permit and the inherent restrictions placed on burning by the permit process.

Problems of rapid fire spread in new residential buildings in the basic framed stage are often compounded by obscured or inoperative hydrants, partially blocked streets which are clogged with construction vehicles and materials and the narrow separation distances between the highly combustible building shells which lack the protection of an exterior finish. Collectively these factors can create fires of unmanageable proportions.

COMMENTS CONT'D:

The preliminary report on this subject dated July 10th, 1986, indicated that a joint meeting of the departments involved in the building process would be held to consider this issue, as well as a meeting with representatives of the residential construction industry.

A meeting was held with the Toronto Home Builders Association, whose members are involved in up to 75% of the home construction in Mississauga.

This group understands and recognizes the problem and will be supportive of necessary measures providing there are no unreasonable delays created that would affect the production process. The Home Builders Association agrees that voluntary constraints are not likely to be successful.

Sections of the Ontario Fire Code can be applied to address some of the noted concerns. Applicable excerpts from the Ontario Fire Code Regulation 730/81 include:-

- 1.1.1.1. "Unless otherwise specified the owner is responsible for carrying out the provisions of this Code."
- 2.5.1.5. "Streets, yards and private roadways provided for fire department access shall be maintained so as to be immediately ready for use at all times by fire department vehicles."
- 6.6.4.1. "Municipal and private hydrants shall be maintained in operating condition."
- 6.6.4.2. "Hydrants shall be maintained free of snow and ice and shall be readily available and unobstructed for use all times."
- 2.6.3.4. "Open air burning is not permitted unless approved,..."

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COMMENTS CONT'D:

Open fires at construction sites will be on a permit basis under the restrictions of the Open Fire Burning By-law No. 394/79. This By-law states:-

"Where a permit has been obtained under subsection (1), no person shall set or maintain a fire in the open air:

- (a) between sunset and sunrise;
- (b) at a distance of less than ten (10) metres from any building, structure, hedge, wire or obstruction of any kind or nature whatsoever;
- (c) unless it is under his constant watch and control from time of the lighting up to and until it is totally extinguished;
- (d) if the wind velocity is greater than twenty-four (24) kilometres per hour;
- (e) unless there is a space clear and free from combustible material around the perimeter of such fire of at least five (5) metres;
- (f) unless he complies with all the relevant provisions of the The Environmental Protection Act, S.O. 1971 C.86, as amended.

Any violations would be served against the builder and it is proposed to issue a warning to violators prior to taking action under the Fire Code Act.

The only effective method of fire control for long rows of houses under construction is a fire break. Restrictions on the number of houses in the framed only state have been applied elsewhere in at least one other jurisdiction which obligates the developer to leave a fire break at every 7th lot. This allows a maximum of six framed only houses to be erected, leaving the 7th lot as a fire break, then repeated with a further six houses. This formula appears to be reasonable and would have acceptance with the builders group.

The Legal Department has confirmed their position as it relates to the legal methods of dealing with incorporation of fire prevention measures for partially completed buildings in new plans of subdivision.



1421

Operations & Works Committee  
August 6th, 1986.  
Page 4.

COMMENTS CONT'D:

The Legal Department states that it would be in conformity with the provisions of the Planning Act if a condition of draft approval of the subdivision were incorporated at the request of the Fire Department which would enable the Building Department to restrict the issuance of full building permits for certain lots.

Specifically the Fire Department would designate on the draft plan those lots which the developer would be obligated to leave as fire breaks. The restriction which would be placed as a condition would state that:

"no superstructure building permit will be issued for the designated lots until such time as the external finishes, including cladding, roofing and windows have been installed on the buildings on the lots abutting each of the lot lines."

The Building Department has powers under its Building By-law to issue different types of building permits. One of the permits they can issue is a foundation only permit. The Chief Building Official would issue a foundation only permit for the designated fire break lots and the superstructure permit would not be issued until the installation of the cladding, roofing and windows has been complied with on the adjacent lots. If the builder proceeded to build more than foundations on the designated fire break lot he would be in contravention of the provisions of the Building Code Act which can be used to restrict this unlawful activity.

The Building Department has agreed that they would process all building applications submitted by the developer for all of the lots at the same time and, notwithstanding the fact that the fire break lots would have foundation only permits, it would just be a matter of administrative procedure for the Chief Building Official to issue the superstructure permits whenever advised by his inspection staff that the conditions of cladding, roofing and windows have been complied with on the adjoining lots.

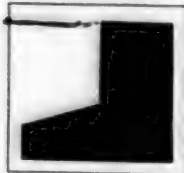
1(d)

- RECOMMENDATIONS:
- (1) That the Fire Department, in conjunction with Public Relations, develop an information brochure to be attached to all building permits outlining the contractors responsibilities under the Ontario Fire Code and indicating the municipalities intention to enforce the appropriate sections of the Ontario Fire Code pertaining to open burning, access to the site and the maintenance of and access to hydrants.
  - (2) That every 7th lot in a draft plan of residential subdivision be designated as a fire break and further that the Fire Department review all draft plans of residential subdivision to designate those lots which the developer is obligated to leave as fire breaks. These conditions to be incorporated into Schedule 'C' of the Engineering Agreement, as well as the Financial Agreement which is registered on title.
  - (3) That the Building Department process all applications for building permits and issue foundation only permits for the designated fire break lots. The issuance of the superstructure permits for these lots will only be released upon the approval of the Chief Building Official (in conjunction with the Fire Chief) at such time that, in the opinion of the Chief Building Official, the intent of this restriction has been satisfied and that no more than six (6) consecutive buildings will be under construction in a framed state.



G. E. Bentley  
Fire Chief

GEB:cr  
Doc. # 0279i



## Toronto Home Builders' Association

5218 YONGE STREET, WILLOWDALE, ONTARIO M2N 5P6

TELEPHONE 226-0010

September 2, 1986

TO: Operations and Works Committee  
City of Mississauga

FROM: Grace Dodds  
Municipal Liaison Coordinator

C.C. David Rechtsman  
General Chairman Municipal Liaison Committee

Dave Stupart  
Executive Vice President, T.H.B.A.

---

The Toronto Home Builders' Association is in agreement with the concept as presented by Gord Bentley, Fire Chief, City of Mississauga. The implementation i.e. administration is as always the critical factor.

We are suffering today with many problems, timing, production and trade availability. Schedule "C" is already highly restrictive in allowing purchaser's model flexibility. As Council is aware if the designated lots are conditions of Schedule "C" this redesignation of the firebreak lots require Council approval and this would be a highly time consuming matter. We request, as with our discussions with the Building Department, that firebreak lots be designated by the Building Department in conjunction with the Fire Chief. Additionally, that foundation permits be issued for all the lots applied for, and that upon completion of any house with cladding, windows, roof is completed then the designated firebreak lot can upon application to the Building Commissioner be redesignated to the seventh lot from the actual firebreak. As an example, if the third house is completed then a redesignation of the firebreak lot to Lot #10 (is permitted upon resubmission of the Lot #10) building permit. This allows the builder flexibility with respect to production, sales and site conditions. As example, sometimes the bricklayer cannot be moved to the exact lot which would release the



Member of the  
Canadian  
Home Builders'  
Association

.../2



firebreak lot and moving down the line would be more accessible. We believe that both houses on either side of the firebreak lot are unnecessary as the complete house acts as the necessary firebreak. Enforcement of compliance would be at the auspices of the building inspector.

We respectfully submit the firebreak clause in a subdivision agreement presently in operation in another municipality:

"No building permits issued on lots designated every 7th house until such time as exterior cladding/roofing/windows on unit abutting each side lot line has been completed unless otherwise approved by the Fire Chief".

"A letter of credit is on file for each building project and should a builder build without building permits and there is no firebreak designated lots then there is a charge of \$1,000.00."

"It should be noted that the builder is allowed to relocate the designated firebreak but it must be approved and redesignated as such".

The above noted clauses would have our concurrence.

These issues have been presented to both the Fire Chief and his officials as well as the Acting Commissioner of Buildings and Deputy Commissioner of the Building Department.

In cases of noncompliance we would submit to you that stop work orders be issued and that necessary legal action be taken. We wish to reiterate that '3 or 4' of these incidents amongst the 3,000-4,000 residential permits issued does not necessarily require drastic legislation.

GRD:fs



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5688 MEMORANDUM

AUG 7 1986

A-0601

To CHAIRMAN & MEMBERS, FIRE DEPARTMENT  
From FIRE CHIEF G. E. BENTLEY  
Dept. OPERATIONS & WORKS COMMITTEE Dept. FIRE DEPARTMENT

SEP 3 1986

SUBJECT: By-law 1036-81 OPERATIONS/WORKS  
A By-law to Regulate Fire Routes & Fire Hydrants

ORIGIN: Fire Department

- 2 COMMENTS: Subsection 4(c) of By-law 1036-81 requires contractors to post a Letter of Credit with each fire route application. This Letter of Credit was required to ensure that fire routes were constructed in compliance with the accepted Site Plan.

Many contractors have questioned the need for this Letter of Credit. In reviewing the Building Code and Fire Code legislation pertaining to fire routes, the Fire Department agrees that the Letter of Credit is not required. If the property owner fails to construct the fire route according to the accepted drawing, occupancy of the building may be withheld. Such a requirement outweighs the financial obligation of a \$5,000.00 Letter of Credit.

Subsection 4(d) of By-law 1036-81 requires the applicant to submit a processing fee of \$100.00. This fee structure was established in 1981 and has remained unchanged. The Fire Department has reviewed current costs related to the processing of the application and the inspection of the fire route.

RECOMMENDATIONS:

1. Subsection 4(c) of By-law 1036-81, as amended, should be repealed.
2. Subsection 4(d) of By-law 1036-81, as amended, should be repealed and the following substituted.

(d) pay to the corporation a processing and inspection fee of \$150.00.

*Gordon Bentley*  
G. E. BENTLEY  
Fire Chief

GEB/lj  
Doc. 2828I



# CITY OF MISSISSAUGA

## MEMORANDUM

FILES: 16 111 80232  
11 141 00045

3

To: Mayor and Members of  
Operations and Works Committee  
Dept. \_\_\_\_\_

5304

William P. Taylor, P.Eng.

Engineering and Works

JUL 29 1986

B.06 405.02  
F.02.03

OPERATIONS/WORKS  
July 22, 1986

SEP 3 1986

**SUBJECT:** Closure of walkway on Block 21 in the Erin Mills-Meadowvale West - Neighbourhood 311A Subdivision, Plan M-405, located west of Winston Churchill Boulevard and north of Battleford Road (sketch attached).

**ORIGIN:** Petition from the residents on Runcorn Row (copy attached).

**COMMENTS:** A petition was received from the residents on Runcorn Row (37 signatures) requesting the closure of the standard concrete walkway between the end of this cul-de-sac and Winston Churchill Boulevard. A copy of the petition is attached expressing their concerns.

The Engineering and Works Department have reviewed this request and have no objections to the closure of this walkway as no cross-walk exists on Winston Churchill Boulevard at the end of the walkway. A cross-walk does exist at Battleford Road which is located 180 metres (590 feet) south of the walkway. Residents in the area and students from the schools on the west side of Edenwood Drive can proceed down Edenwood Drive and cross Winston Churchill Boulevard at Battleford Road to gain access to the Meadowvale Town Centre.

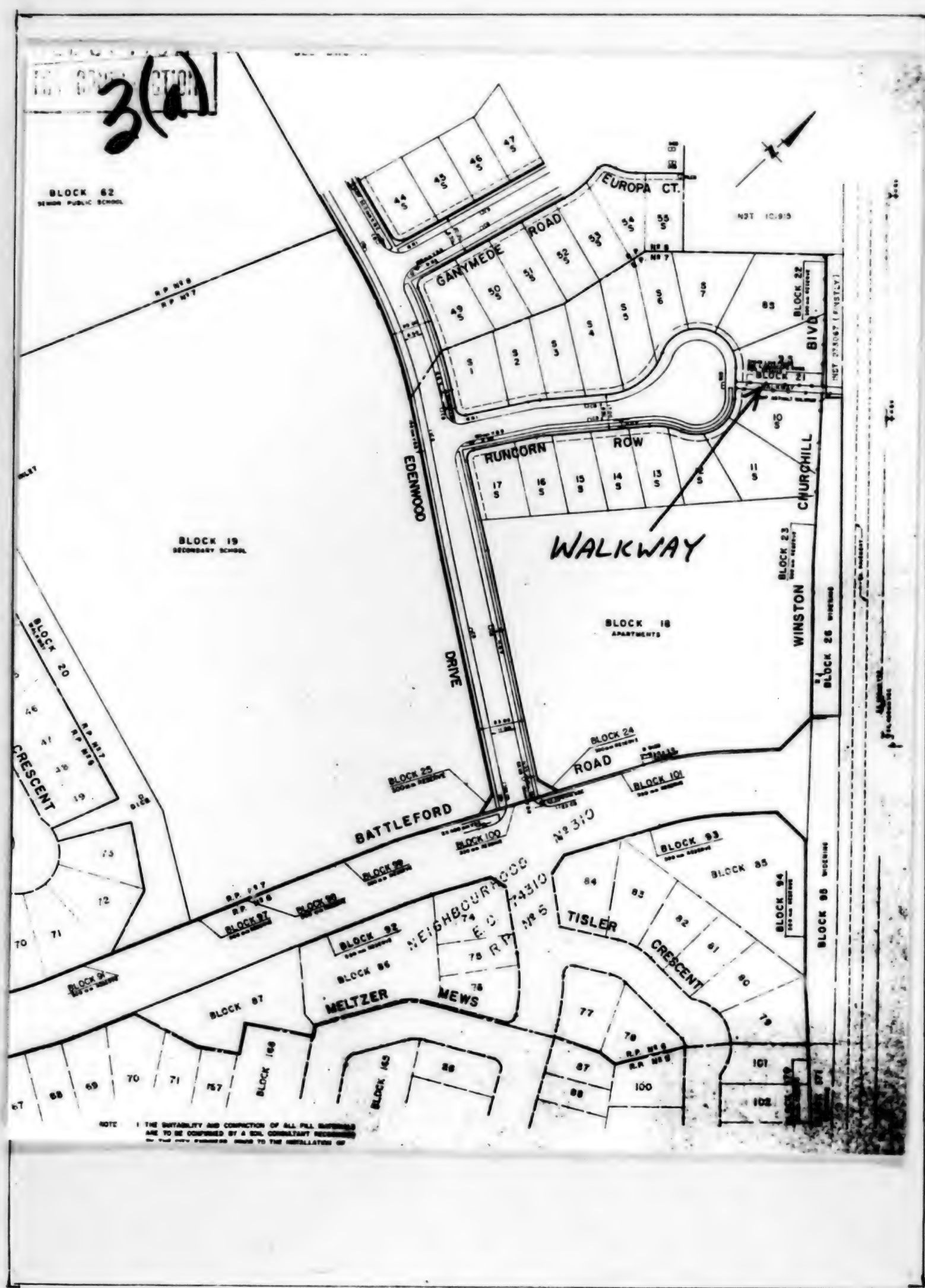
There are no underground services in the area of the walkway and therefore easements will not be required. Outstanding items are currently being finalized to permit the assumption of Plan M-405 later this year.

**RECOMMENDATION:** That the City undertake the removal of the walkway on Block 21, Plan M-405, including restoration and arrange for the transfer of the property to the adjacent land owners at market value.

MWB:cds  
235E:27E  
Attach.

William P. Taylor, P.Eng.  
Commissioner





3(a)

BLOCK 62  
SENIOR PUBLIC SCHOOL

BLOCK 19  
SECONDARY SCHOOL

BLOCK 18  
APARTMENTS

BLOCK 23  
WINSTON

BLOCK 26  
WINSTON

BATTLEFORD

BLOCK 24  
ROAD

BLOCK 101  
ROAD

NEIGHBOURHOOD  
ROAD

BLOCK 96  
MELTZER

BLOCK 97  
MEWS

BLOCK 93  
TISLER

BLOCK 94  
CRESCENT

BLOCK 95  
MEWS

NOTE: THE SUITABILITY AND CORRECTION OF ALL P.L.A. SURVEYS  
ARE TO BE CONFIRMED BY A SOIL CONSULTANT RECOMMENDED  
BY THE CITY ENGINEER PRIOR TO THE REGULATION OF

JUN 11 1986

C. J. WALSH  
3023 Runcorn Row  
Mississauga, Ontario  
L5N 3T8

June 1, 1986

4387

JUL 07 1986

E. 03.03.01

Her Worship  
Mayor Hazel McCallion  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario  
L5S 1M2

Dear Mayor McCallion:

We, the residents of Runcorn Row, a new subdivision in Meadowvale West have experienced numerous problems as a result of an access walkway at the end of our Cul de Sac. This walkway encourages the students of two schools to jay walk over four lanes of Winston Churchill Highway. It is our understanding that the Schools have advised the students not to use the walkway because of this hazardous situation, however the students continue to use the walkway.

Many of the residents on this street have reported various incidents of vandalism, fighting, trespassing and continual littering problems to me, the Neighbourhood Watch Block Captain. Mayor McCallion we purchased our homes to enjoy a quiet, safe community, and we find that a walkway designed for our benefit is being improperly used and is becoming an increasing problem. We have requested Police patrols during lunch hours and we are pleased by the co-operation from our Police Department, however they can not be on the street continually.

If we may, we the residents of Runcorn Row are requesting closure of this walkway. The adjacent land owners have expressed an interest in absorbing the parcel, for market value, if the land use presents a problem.

I have attached a petition signed by the residents. We would appreciate your assistance in resolving our problem.

Yours truly,

Colin Walsh  
Neighbourhood Block Captain

c.c. Mr. T. Southorn, Counselor  
Mr. S. Offer, MPP  
Mr. M. Boyd, Engineering  
Mr. A. Suenther, Planning Dept.  
Chief D. Burrows, Peel Region Police  
Chief G. Bentley, Mississauga Fire Dept.

Approved  
37 signatures



4

MEMORANDUM

13 211 00009  
13 211 00010  
13 211 00219

To Chairman and Members of From Wm. P. Taylor, P.Eng.  
Dept. Operations & Works Committee Engineering and Works

RECEIVED

REGISTRY 5942

ATI AUG 21 1986

FILE NO F.02.04.03

CLERK'S DEPARTMENT

OPERATIONS/WORKS SEP 3 1986

August 14, 1986

SUBJECT: Temporary Road Closures - Clarkson Road North and Lorne Park Road at C.N.R. Tracks.

SOURCE: Mr. W. Steiner - Engineering Maintenance, C.N. Railways (860-2501).

COMMENTS: Mr. Steiner has requested permission to temporarily close Clarkson Road North on Tuesday and Wednesday September 9 and 10, 1986, and Lorne Park Road on Thursday and Friday, September 11 and 12, 1986 at the C.N.R. tracks. These closures between the hours of 7:00 a.m. and 7:00 p.m. are required for ballast rehabilitation and the installation of concrete crossings.

Mr. Steiner has advised that due to other commitments, C.N. cannot schedule this work during the month of August prior to the resumption of school.

The C.N.R. has advised they will arrange for off-duty police officers, all road closure signage and notification of all agencies including the school boards.

The Engineering Department has no objection to this request, and will erect advance notification signing on both roadways.

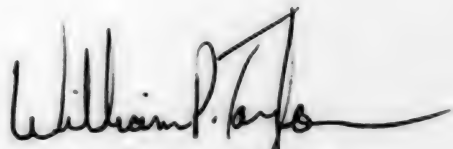
...2/




4(a)

RECOMMENDATION:

That a By-law be passed authorizing the closures of Clarkson Road North and Lorne Park Road at the C.N.R. crossings on Tuesday and Wednesday, September 9 and 10, 1986 and Thursday and Friday, September 11 and 12, 1986 respectively between the hours of 7:00 a.m. and 7:00 p.m. for the purpose of track maintenance.



Wm. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

jc  
0551E/90-91

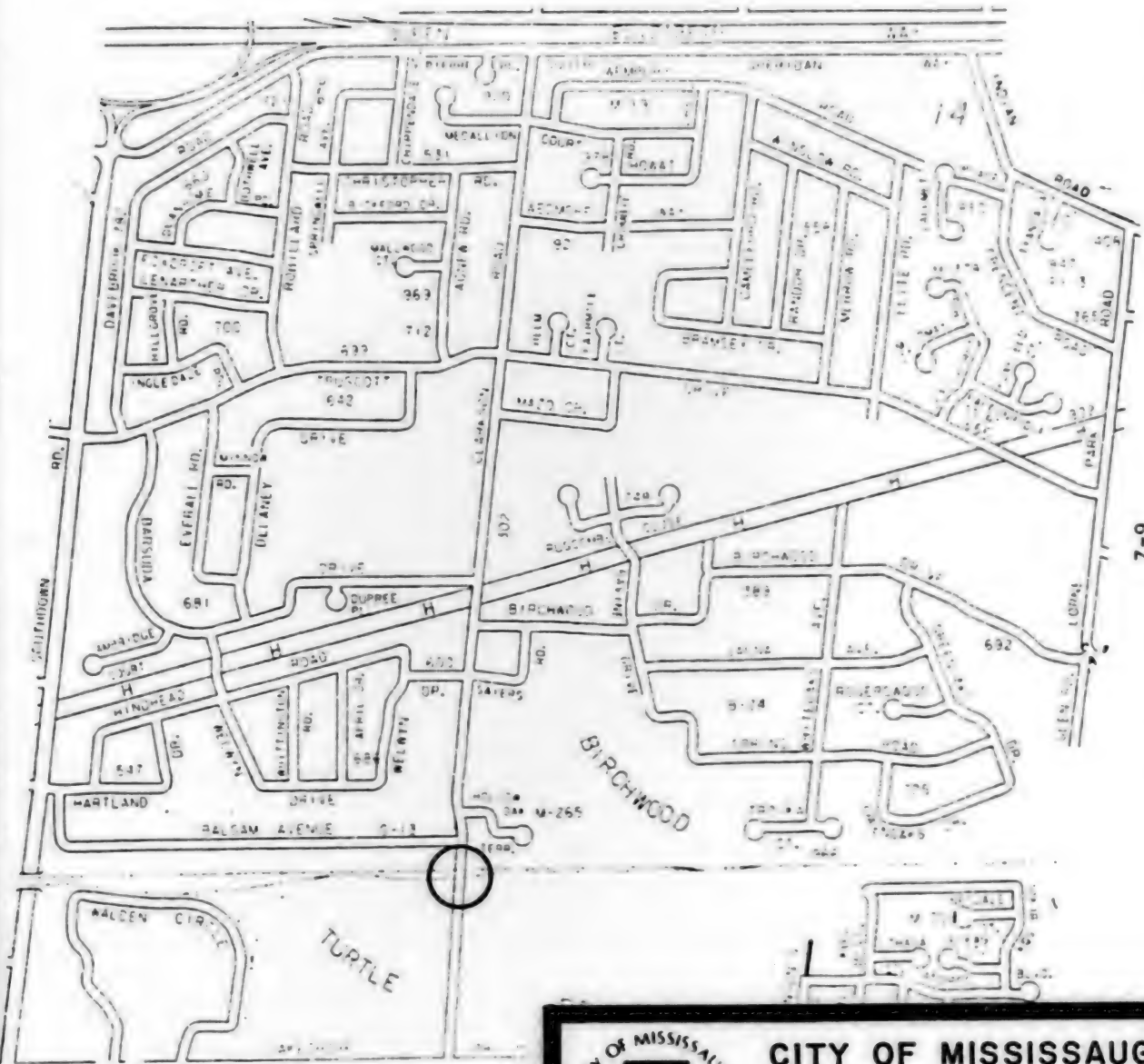
7(b)



**CITY OF MISSISSAUGA**  
**ENGINEERING DEPT.**  
**TRAFFIC SECTION**

**CLOSURE OF LORNE PARK ROAD**  
**AT C.N.R. CROSSING**

4(n)



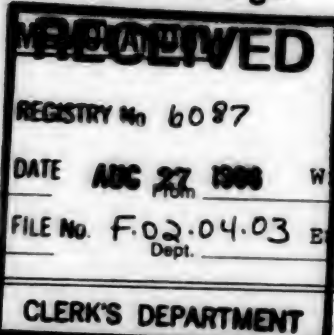
CITY OF MISSISSAUGA  
ENGINEERING DEPT.  
TRAFFIC SECTION

PROPOSED CLOSURE OF CLARKSON  
ROAD NORTH AT C.N.R. CROSSING





City of Mississauga



File: 11 141 00045  
11 161 00011  
13 211 00043

To Chairman and Members of  
Operations and Works Committee.

DATE AUG 27 1986 William P. Taylor, P.Eng.,  
FILE No. F.02.04.03 Engineering & Works Dept.

August 25, 1986.

OPERATIONS/WORKS SEP 3 1986

SUBJECT: Temporary closures of Mid-Way Boulevard and Pacific Gate at Tomken Road.

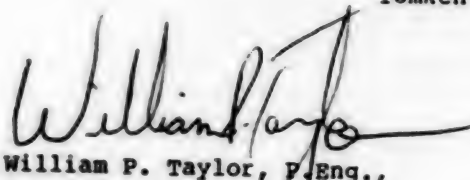
SOURCE: Mrs. S. Hamilton, Westwood Drain Company Limited, 1755 Drew Road, Mississauga, L5Z 1J5.

COMMENTS: The Westwood Drain Company Ltd., is installing a 1500 mm pressure watermain along the west boulevard of Tomken Road under contract with the Ministry of the Environment.

In order to safely cross the intersections of Mid-Way Boulevard and Pacific Gate at Tomken Road, closures are requested to accommodate the 7 meter deep by 4 meter wide trench and the construction machinery.

Since alternate access is available to all local establishments, this department would not object to these temporary closures. Due to a number of circumstances, it is impossible to predict the exact date that these roads would be closed. However, it is estimated that each intersection would require one day closure, probably in early to mid September.

- RECOMMENDATIONS:
1. That the Westwood Drain Company Ltd., be granted permission to close, for one day each, the west leg of Mid-Way Boulevard and Pacific Gate at Tomken Road for the purpose of watermain installation.
  2. That a by-law be passed authorizing the temporary one day closures of Mid-Way Boulevard and Pacific Gate at Tomken Road.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

WPT/dab  
271E

## ONE DAY CLOSURES



A-21-2-W



**CITY OF MISSISSAUGA  
ENGINEERING DEPT.  
TRAFFIC SECTION**

## PROPOSED ONE DAY CLOSURES FOR WATERMAIN INSTALLATION



6

**MEMORANDUM**

FILE: 11 141 00045  
13 211 00045  
13 211 00008  
11 161 00011

To: Chairman and Members of

**RECEIVED**

From: Wm. P. Taylor, P.Eng.

Dept. Operations & Works Committee

REGISTRY No 5944  
Dept.

Engineering and Works

August 12, 1986

DATE AUG 21 1986

FILE No F.06.04.0a

SEP 3 1986

CLERK'S DEPARTMENT

OPERATIONS/WORKS

**SUBJECT:**

Extended parking on Mississauga Road, and on Bow River Crescent.

**SOURCE:**

Engineering and Works Department.

**COMMENTS:**

Council at its meeting on July 14, 1986, adopted the Engineering Department's recommendation to permit extended parking for 12 hours maximum on the following roadways:

- (a) on the north side of the north leg of Bow River Crescent between a point 15 meters west of Falconer Drive and a point 151 meters west. Parking would be prohibited 6 meters either side of the complex driveway, and within 15 meters of Falconer Drive in accordance with the provisions of By-law 444-79;
- (b) on the west side boulevard of Mississauga Road between a point 35 meters north of High Street and a point 6 meters south of Park Street;
- (c) on the east side boulevard of Mississauga Road between a point 22 meters south of Front Street and a point 40 meters south thereof.

In this regard, the attached By-law amendments have been prepared to amend Schedule 1, Three Hour Parking Limit Exemptions of By-law 444-79.

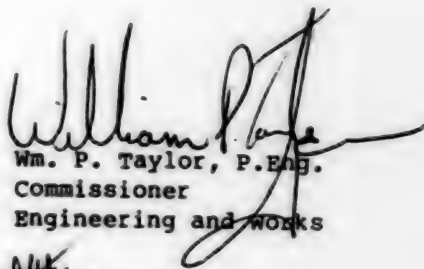
...2/

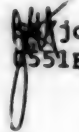


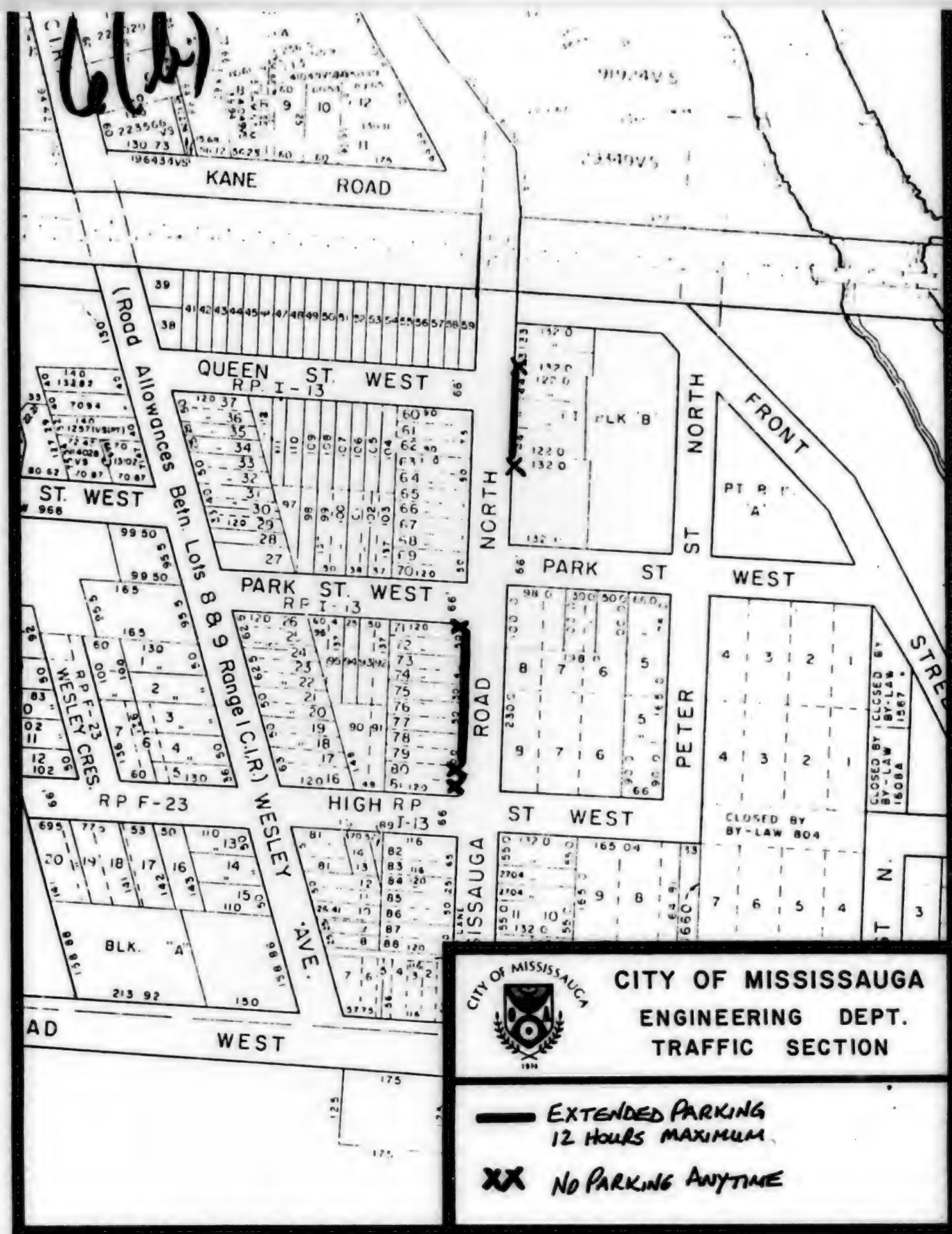
6(a)

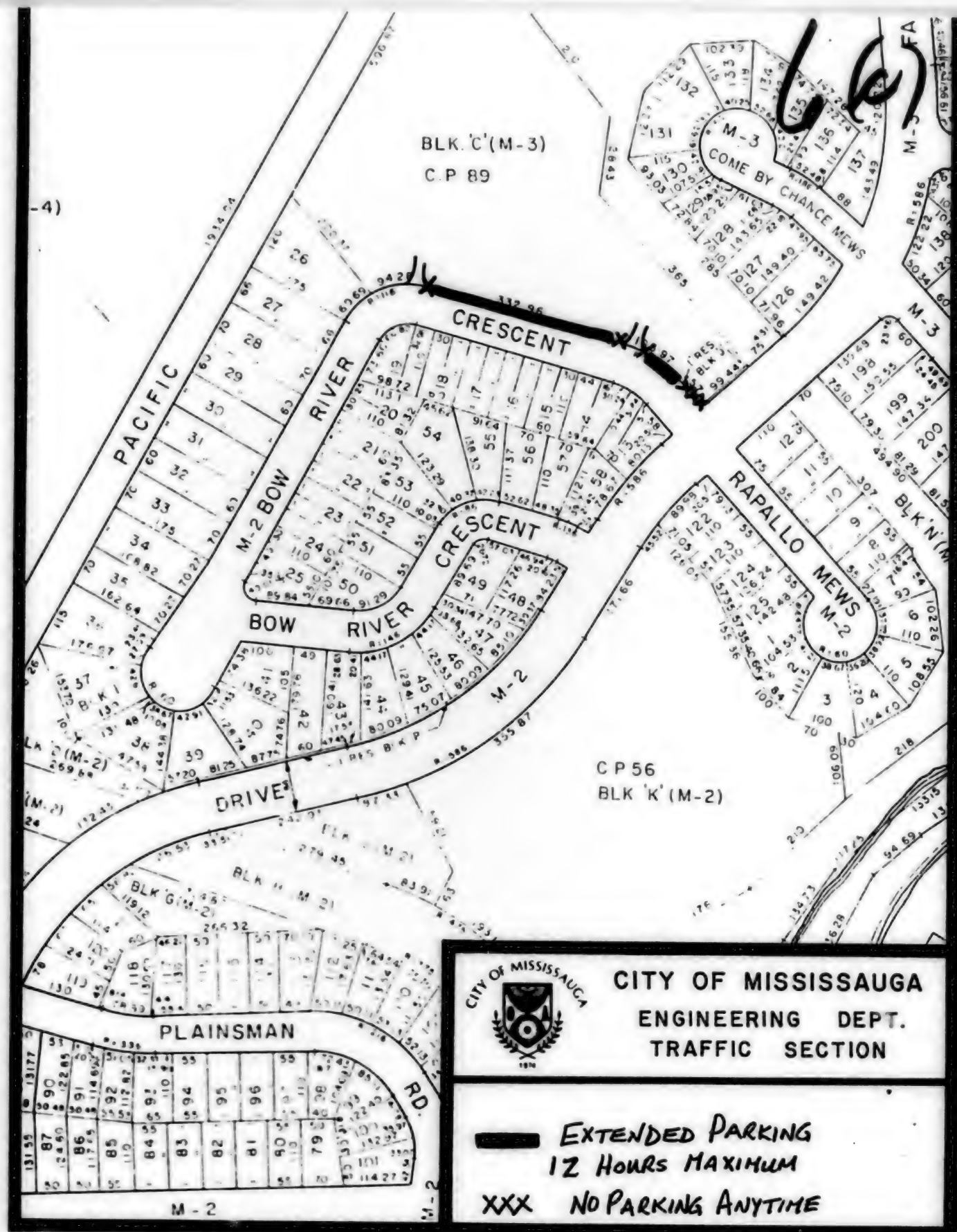
RECOMMENDATION:

That a By-law be passed authorizing extended parking for 12 hours maximum on portions of Mississauga Road and Bow River Crescent.

  
Wm. P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

jc  
0551E/69









**MEMORANDUM**

FILE: 11 141 00011  
13 211 00208  
11 141 00045

To Chairman and Members of  
Operations & Works Committee  
Dept. \_\_\_\_\_

From Wm. P. Taylor, P.Eng.  
Dept. Engineering and Works

**AUG 12 1986**

August 6, 1986

**F.06.02**

**SEP 3 1986**  
OPERATIONS/WORKS

**SUBJECT:** Traffic Control Signals - Central Parkway East and Rathburn Road.

**SOURCE:** Council July 17, 1986 - Report Request #207-85.

**COMMENTS:** With the completion of Central Parkway East between Eglinton Avenue and Rathburn Road, concerns have been expressed with respect to the operation of the intersection of Rathburn Road and Central Parkway East. Currently, an all-way stop is in place and has been an aid to the two adult crossing guards stationed at the intersection. However, the intersection is quite large with multiple lanes in each direction and, since it is at the intersection of two major collectors, there continues to be a problem with motorists driving through the stop signs. Also, as traffic volumes increase, more confusion at the intersection is becoming evident from our observations.

During the processing of the plans for Mississauga Meadows Phase I, the need for traffic signals were identified in 1975.

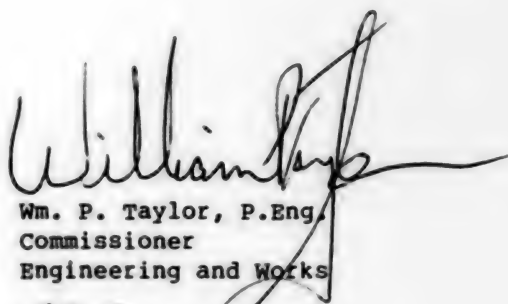
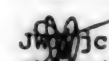
We have received from the Mascan Corporation a contribution of \$50,000 to cover the complete costs for the traffic signal installation. While the warrants based on traffic volumes are not satisfied at this time, we are recommending proceeding with the installation of traffic signals to be paid for by the developer's contribution based on the intersection design and the observed traffic operations.

...2/

7(a)

RECOMMENDATION:

That traffic control signals be installed at the intersection of Rathburn Road and Central Parkway East, from funds provided by Mascan Corporation.

  
Wm. P. Taylor, P.Eng.  
Commissioner  
Engineering and Works  
  
05/1E/16-17

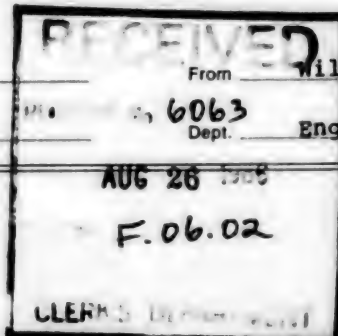


8

**MEMORANDUM**

File: 11 141 00045  
13 211 00208

To Chairman and Members of  
Dept. Operation and Works Committee



From William P. Taylor, P.Eng.,  
Dept. Engineering & Works Dept.

August 20, 1986

OPERATIONS/WORKS SEP 3 1986

SUBJECT: Confederation Parkway between  
Hillcrest Avenue and Burnhamthorpe Road

SOURCE: Engineering and Works Department

COMMENTS: According to the construction scheduling supplied,  
Confederation Parkway south of Burnhamthorpe Road will be open  
to vehicle traffic by end September 1986. Vehicle volumes  
will be high on this roadway since it will be used by  
motorists as an alternative to Hurontario Street. Traffic  
control signals, therefore, should be operational at the  
intersections of:

Burnhamthorpe Road and Confederation Parkway

Confederation Parkway and Hillcrest Avenue

Hillcrest Avenue and The East "GO" Station Access Road.

Developer funding has been secured for the Burnhamthorpe Road  
and Confederation Parkway intersection during the processing  
of the draft plan of subdivision south of Burnhamthorpe Road.

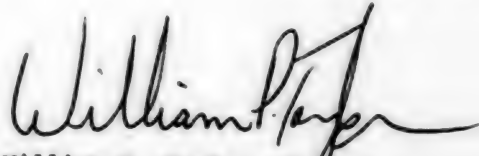
Traffic control signals presently exist at both the Hillcrest  
Avenue/East "GO" Station Access Road and Confederation Parkway  
intersections. Only energization of these signals will be  
required.

Continued. . . . .






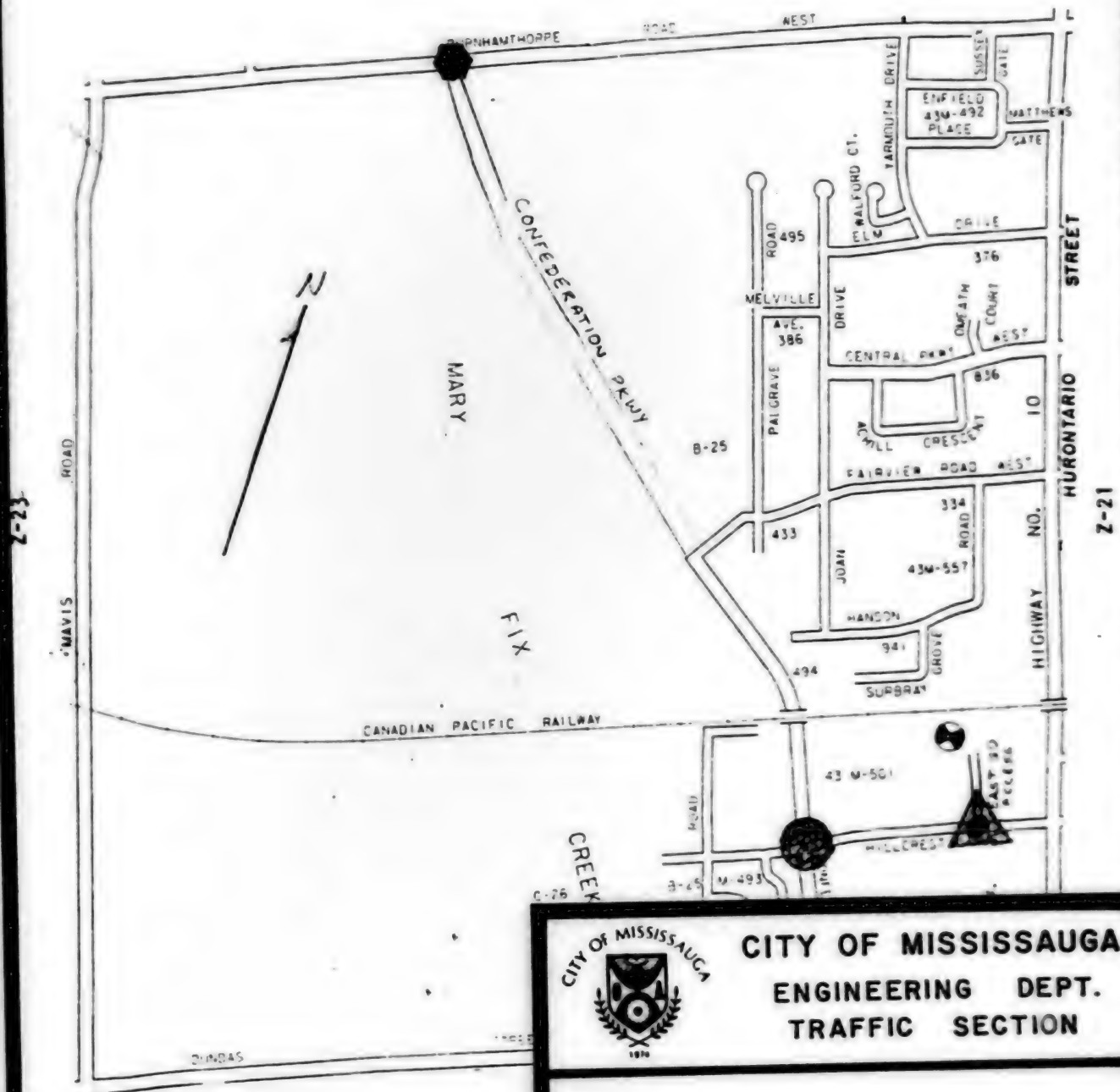
8(a)

- RECOMMENDATION: 1. That Traffic control signals be installed at the Burnhamthorpe Road and Confederation Parkway intersection upon the opening of this roadway to vehicle traffic. Funding for this work being provided by the developer.
2. That the existing traffic control signals at the Confederation Parkway and Hillcrest Avenue - Hillcrest Avenue/East "GO" Access roadway be energized upon the opening of Confederation Parkway to Burnhamthorpe Road.

  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.

OL/dm  
0491E

- LEGEND
-  BOUNDARY OF MUNICIPALITY OF MISSISSAUGA
  -  COLLECTION POINT IN MUNICIPAL AREA
  -  HILLCREST AVE. & THE EAST 50' STATION ACCESS PT.



**CITY OF MISSISSAUGA**  
**ENGINEERING DEPT.**  
**TRAFFIC SECTION**



# MEMORANDUM

File: 11 141 00045  
11 161 00011  
13 211 000

9

RECEIVED

To Chairman and Members of

REGISTRY No. 688

From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee

DATE AUG 27 1986

Engineering and Works Dept.

August 19, 1986.

FILE No. T-83027  
F.06.01

CLERK'S DEPARTMENT

OPERATIONS/WORKS SEP 3 1986

SUBJECT: Traffic Signal Contribution - Draft Plan of Subdivision T-83027.

SOURCE: Engineering and Works Department.

COMMENTS: During the processing of the Draft Plan of Subdivision under file T-83027 (Phase II) Traders Associates. The requirements for traffic signalization were identified and outlined in the Consolidated Report for the subject draft plan. Contributions for traffic signals were required at the following intersections:

McLaughlin Road and Stadacona Drive (now Bristol Road)  
Stadacona Drive West (Bristol Road) & Hurontario Street.  
Stadacona Drive West and street 'H'  
Stadacona Drive West and street 'A'

The locations of these intersections are shown on the attached plan. In accordance with City policy it was further indicated that a report would be forwarded to General Committee with respect to the contribution for the installation of traffic signals at Stadacona Drive West and street 'E', this would be prior to finalizing the servicing agreement.

The attached plan shows the relationship of street 'E' to the Hawthorne Valley Draft Plan of Subdivision and to the lands north of Stadacona Drive West (Bristol Road) are the board common lands, the land use of which has not been determined as yet. Based on our review we do not feel that traffic signals would be required at the intersection of street 'E' on Stadacona Drive West since it forms just a small street ending in a crescent in the Hawthorne Valley Draft Plan, also, alternative access will be available via street 'C' to street 'A' at which traffic signals would be installed.

.../2

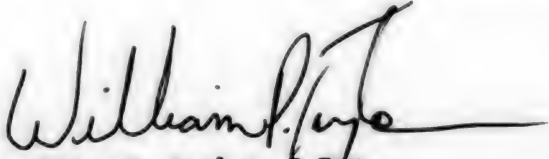


9(a)

- 2 -

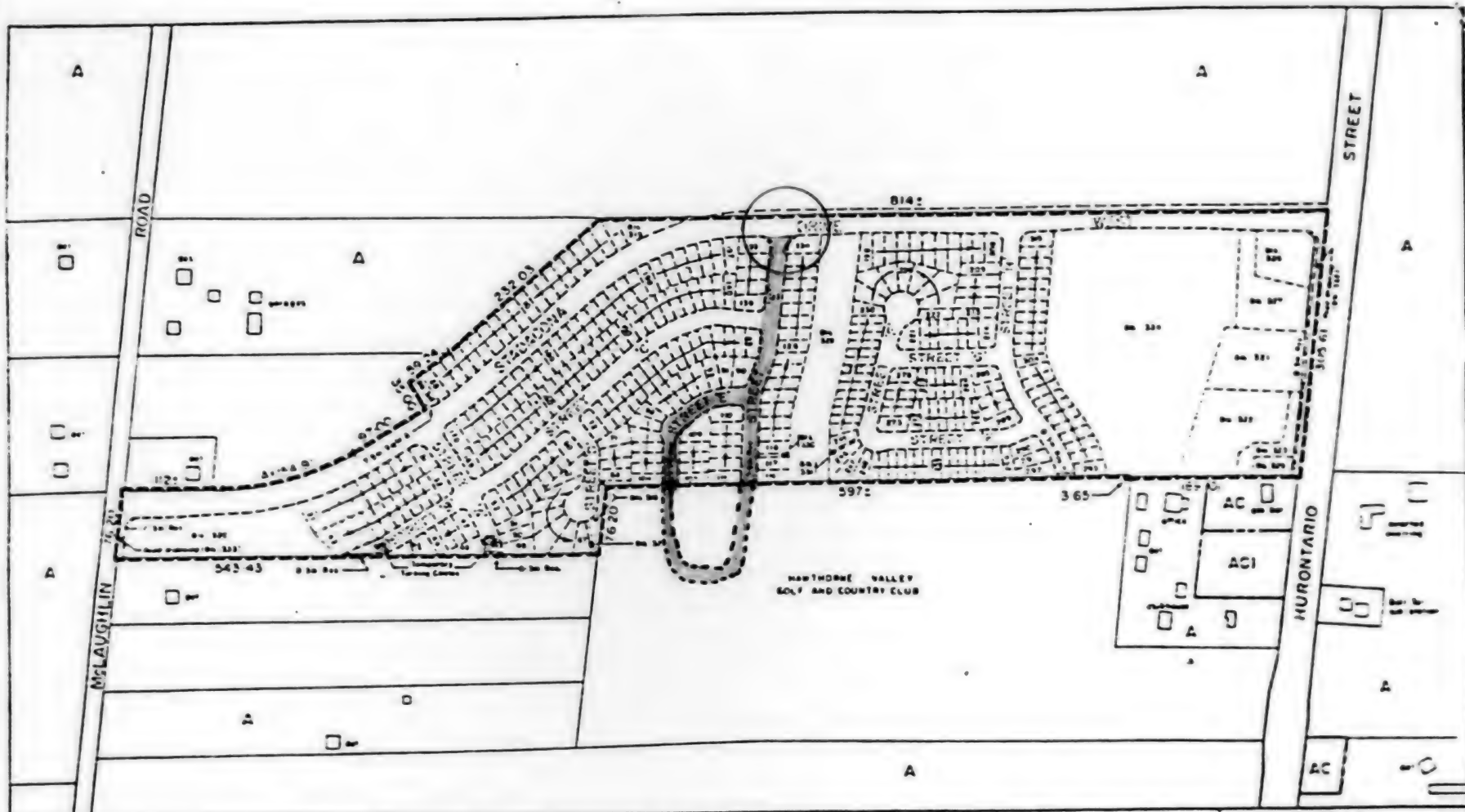
RECOMMENDATION:

That a contribution towards the installation of traffic control signals at Stadacona Drive West (Bristol Road)/ street 'E' not be required as a condition related to Draft Plan of Subdivision under file T-83027 (Phase II) Traders Associates (400556 Ontario Limited).



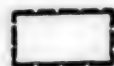
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

WT/dab  
087E  
Attach.



APPLICATION:

400556 ONTARIO LIMITED (IN TRUST) (Phase II)



AREA OF DRAFT PLAN T-83027 (Phase II)

CITY OF MISSISSAUGA PLANNING DEPARTMENT



SCALE

FILE NO T-83027

DWG. NO. 721

DATE 1985 Dec. 10



10

**MEMORANDUM**

FILE: 13 211 00029  
11 141 00045  
11 161 00011

To: Chairman and Members of  
Operations & Works Committee  
Dept.

From: Wm. P. Taylor, P.Eng.  
Engineering and Works  
Dept.

August 1, 1986

AUG 7 1986

F.06 04.02

SEP 3 1986  
OPERATIONS/WORKS

**SUBJECT:**

Truck parking on Mavis Road north and south of  
Burnhamthorpe Road.

**SOURCE:**

Councillor Larry Taylor, Ward 4.

**COMMENTS:**

The Engineering Department has been contacted by Councillor Taylor concerning the number of heavy vehicles parking on Mavis Road. These heavy vehicles, when parked north of Burnhamthorpe Road, disrupt local residents whose homes back onto Mavis Road. Trucks, when parked on Mavis Road south of Burnhamthorpe, obstruct the flow of through traffic and create sight distance problems for motorists gaining access to Mavis Road from the numerous establishments.

Therefore, the Engineering Department recommends that "No Parking" signs be erected on Mavis Road between Central Parkway and Highway 403. Since these trucks are parking only through convenience, we do not anticipate any future problems, as parking control personnel will be better able to deal with these vehicles through enforcement.

**RECOMMENDATION:**

That a By-law be passed prohibiting parking on Mavis Road, both sides, from Central Parkway to Highway 403.

*William P. Taylor*  
Wm. P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

WJP/jc  
0551E/44





City of Mississauga

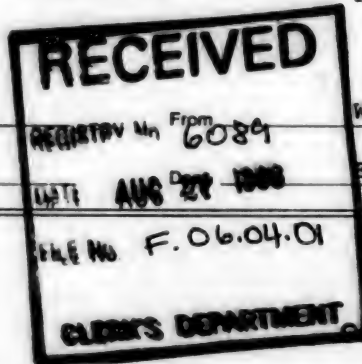
MEMORANDUM

FILE: 13 211 00017  
11 141 00045

11

To: Chairman and Members of  
Dept: Operations & Works Committee

Wm. P. Taylor, P.Eng.  
Engineering and Works



August 14, 1986

ERATIONS/WORKS SEP 3 1986

SUBJECT: Traffic concerns relating to the spring water supply - Mississauga Road south of Dundas Street.

SOURCE: Council Meeting of July 7, 1986.

COMMENTS: In response to recent interest concerning traffic conditions at the spring water supply on Mississauga Road south of Dundas Street, the Engineering Department has monitored this area on three separate occasions. It should be noted that with a facility of this nature, peak hours vary and are unpredictable. Therefore, we picked three very different time periods to study:

- (1) Saturday, June 14, 1986 11:30 a.m. to 1:30 p.m.
- (2) Saturday, June 26, 1986 8:00 a.m. to 10:00 a.m.
- (3) Wednesday, July 30, 1986 4:00 a.m. to 6:00 p.m.

All three studies yielded similar results; through traffic only encountered minor inconvenience when vehicles using this spring turned into or out of the parking area. These occurrences happened infrequently and did not result in any major traffic mishaps. This is substantiated by our accident records which indicate only one (1) accident associated with this facility since 1979, when our records began. This accident involved three southbound vehicles "rear ending".

Also, a few vehicles parked illegally, in the No Parking zone on the east side of Mississauga Road, opposite the spring, when parking was available in the parking lot. This inconvenienced through vehicles but did not result in a serious traffic hazard.

At no time was the parking area ever full to capacity, which is 10 to 14 vehicles, depending on the placement/arrangement of these vehicles.

...2/

11(a)

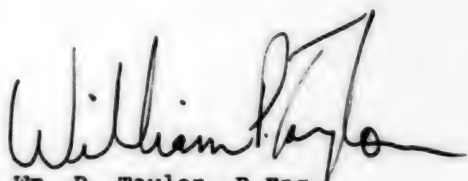
- 2 -


Therefore, based on the results of our observations and research, we do not feel that any serious traffic hazard exists at the spring water supply at this time. However, if usage of this facility increases in the future, consideration toward providing increased parking will have to be looked into which may prove difficult, or ultimately piping the spring to remove it from use.

The Engineering Department has issued a work order to reinstate some deficiencies in No Parking Anytime signs on Mississauga Road and will install "Caution Hidden Driveway" signs in advance of the spring on Mississauga Road.

RECOMMENDATION:

1. That the No Parking signs in the area of the spring be upgraded and enforcement of such be requested.
2. That "Hidden Driveway" signs be placed on both sides of the spring area.
3. That the Engineering and Works Department continue to monitor this area.

  
Wm. P. Taylor, P.Eng.  
Commissioner  
Engineering and Works

 MJF/jc  
0551E/93-94



MEMORANDUM

File: 11 141 00045  
11 161 00011  
13 211 00028

12

REGISTRY No 5943

To Chairman and Members of  
Operations and Works Committee  
Dept. Engineering and Works Dept.

AUG 21 1986

From William P. Taylor, P.Eng.,

File No F.06.04.01

Dept. Engineering and Works Dept.

CLERK'S DEPARTMENT

July 31, 1986.

OPERATIONS/WORKS SEP 3 1986

**SUBJECT:** Housekeeping By-law to amend Traffic By-law 444-79, as amended.

**SOURCE:** Engineering and Works Department.

**COMMENTS:** The attached draft by-law amending by-law 444-79, as amended, is being forwarded for approval as a housekeeping by-law.

No changes in signing will result due to this amendment.

**RECOMMENDATION:** That a By-law be passed authorizing housekeeping changes dealing with Petersburg Crescent in Z Area 28.

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

AB/jc  
0487E/26  
Attach.



[illegible]

Z-28



**MEMORANDUM**

File: 11 141 00045  
11 161 00011  
13 211 00018

12

5741

To: Chairman and Members of  
Operations and Works Committee.  
Dept. \_\_\_\_\_

From: William P. Taylor, P.Eng.,  
Engineering and Works Dept.  
Dept. \_\_\_\_\_

AUG 13 1986  
F.06.04.06

July 25, 1986.

OPERATIONS/WORKS SEP 3 1986

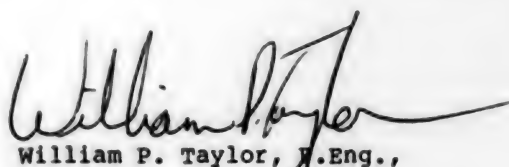
**SUBJECT:** Housekeeping by-law to amend By-law 444-79, as amended.

**SOURCE:** Engineering and Works Department.

**COMMENTS:** The attached draft by-law amending by-law 444-79, as amended, is being forwarded for approval as a housekeeping by-law.

No changes in signing will result due to this amendment.

**RECOMMENDATION:** That a by-law be passed authorizing housekeeping changes dealing with no heavy trucks on Sheridan Park Drive in Z-area 18.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

DT/dab  
0487E

[illegible]

**Z-18**

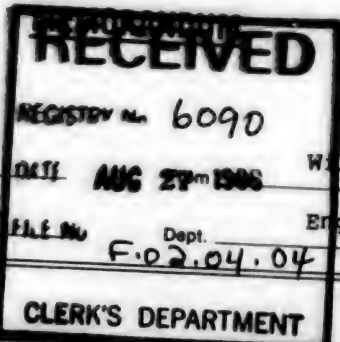




City of Mississauga

File: 11 141 00045  
11 161 00011  
13 211 00007  
13 211 86223

14



To Chairman and Members of  
Operations and Works Committee

William P. Taylor, P.Eng.,  
Engineering and Works Dept.

August 25, 1986.

SUBJECT:

Port Credit Boy Scouts Harvest Fest '86.

SOURCE:

Ms. Jaime Williams, Manager, Port Credit Business Association, 7 Helene Street South, Mississauga.

COMMENTS:

Ms. Williams has requested permission to hold the Port Credit Harvest Fest '86 on September 13, 1986 from 10:00 a.m. to 6:00 p.m.

The event will include a corn and hot dog roast at two separate locations in Port Credit. One on Briarwood Avenue, north of the business section to Forest Avenue, and the other on Helene Street, south of Lakeshore Road to the laneway south of the business section. Activities that will be taking place will be Boy Scouts selling corn and hot dogs from picnic tables to raise money for their many activities. Also, two horse and wagon teams will give free rides to all the visitors along Lakeshore Road and have pick-up stations at each end of Port Credit.

The Peel Regional Police have been consulted and have no objections so long as a full road closure is in effect at all times during the event, both on Briarwood Avenue and Helene Street. Also, the two horse drawn wagons must have a "slow moving vehicle" sign in a prominent location on the back of each of the wagons, visible to all approaching vehicles from the rear.

The Engineering Department has no objections to this request, subject to the usual conditions for special events being satisfied.

RECOMMENDATIONS:

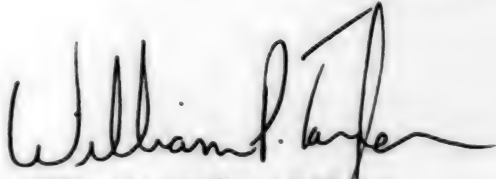
1. That a by-law be passed authorizing the temporary closure of portions of Briarwood Avenue and Helene Street for the purpose of Harvest Fest '86.
2. That the Port Credit Business Association be granted permission to hold Harvest Festival 1986 on Saturday, September 13, 1986 from 10:00 a.m. to 6:00 p.m. on:
  1. Briarwood Avenue - between Forest Avenue and north of the business section;
  2. Helene Street - south of Lakeshore Road to the laneway, south of the business section;


14(a)

- 2 -

subject to the following conditions:

- (a) Proof of liability insurance in the amount of one million dollars (\$1,000,000.00) naming the City as co-insured.
- (b) Completion of a road closure permit with the Engineering Department at least five (5) days prior to the event.
- (c) Police supervision of the event, as deemed necessary by the Peel Regional Police.
- (d) That the Port Credit Business Association notify the effected residents on Briarwood Avenue of the road closure at least one week in advance of the event, and allow local residents access during the event.
- (e) That the road be closed by barricades obtained by the applicant, and placed under Police supervision.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

 MJF/dab  
0487E  
Attach.







City of Mississauga

MEMORANDUM

To Operation and Works Committee

From A.E. McDonald, P. Eng.

Acting Commissioner

Dept. 5883

Dept. Building

AUG 11 1986

L.07.01.02

SEP 3 1986

OPERATIONS/WORKS

August 11, 1986

SUBJECT: Appointment of Municipal Enforcement Officers  
and Peace Officers

ORIGIN: Staff

COMMENTS: It is appropriate at this time to amend City of Mississauga  
By-law #43-82, which is a By-law to provide for the  
appointment of Municipal Enforcement Officers and Peace  
Officers for the purpose of enforcing City By-laws. The  
attached amending By-law is required to reflect staff changes  
within the Building Department.

RECOMMENDATION: That the report dated August 11, 1986 from A.E. McDonald,  
P. Eng., Acting Commissioner of Building and the attached  
By-law for the Appointment of Municipal Enforcement Officers  
and Peace Officers for the purpose of enforcing Municipal  
By-laws be approved.

A.E. McDonald, P. Eng.  
Acting Commissioner  
Building

GKB/dap

Attach.



City of Mississauga

MEMORANDUM

16

To Operation and Works Committee

From A.E. McDonald, P. Eng.

Acting Commissioner

Dept. \_\_\_\_\_

Dept. Building

RECEIVED

REGISTRY No. 5922

DATE AUG 20 1986

FILE No. 4.07.01.02

CLERK'S DEPARTMENT

OPERATIONS/WORKS **SEP 3 1986**

August 14, 1986

SUBJECT: Appointment of Building Inspectors

ORIGIN: Staff

COMMENTS: It is appropriate at this time to amend City of Mississauga By-law #115-76, as amended, which is a By-law to provide for the appointment of Building Inspectors for the purpose of enforcing the Ontario Building Code Act. The attached amending By-law is required to reflect staff changes within the Building Department.

RECOMMENDATION: That the report dated August 14, 1986 from A.E. McDonald, P. Eng., Acting Commissioner of Building and the attached By-law for the Appointment of Building Inspectors, for the purpose of enforcing the Ontario Building Code Act be approved.

GRB

GRB/dap

Attach.

*A.E. McDonald*

A.E. McDonald, P. Eng.  
Acting Commissioner  
Building



11

**MEMORANDUM**

To Operation and Works Committee

From Terence L. Julian

Dept. \_\_\_\_\_

Dept City Clerk

August 20, 1986

OPERATIONS/WORKS **SEP 3 1986**

Ladies and Gentlemen:

**SUBJECT:**

Encroachment on Proudfoot Street by dwelling situated at 2579 Proudfoot Street, Lot 18, Plan TOR-7, Erindale District.  
File: E.02.07.01 (Part 2)

**ORIGIN:**

Letter of May 18, 1986 from Mr. Andrew S. Hukowich, Solicitor for the vendors of 2579 Proudfoot Street.

**COMMENTS:**

Pursuant to a survey arranged by the registered owners of 2579 Proudfoot Street, it was discovered that a portion of the concrete steps situated on the east side of the dwelling projected and encroached approximately 1.18m (3.9ft.) on City property described as Proudfoot Street dedicated on Plan TOR-7.

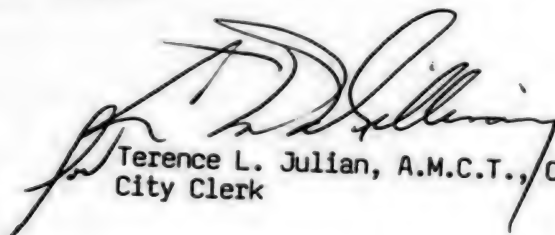
The Engineering Department have considered the location of the encroachment and has no objection provided that an appropriate agreement be entered into by the encroaching parties.

An Encroachment Agreement has been executed by the owners of 2579 Proudfoot Street which terms have been reviewed and approved by the Legal Department. The principal condition of the agreement is that the owners will save the City harmless should there be any damages arising out the encroachment.

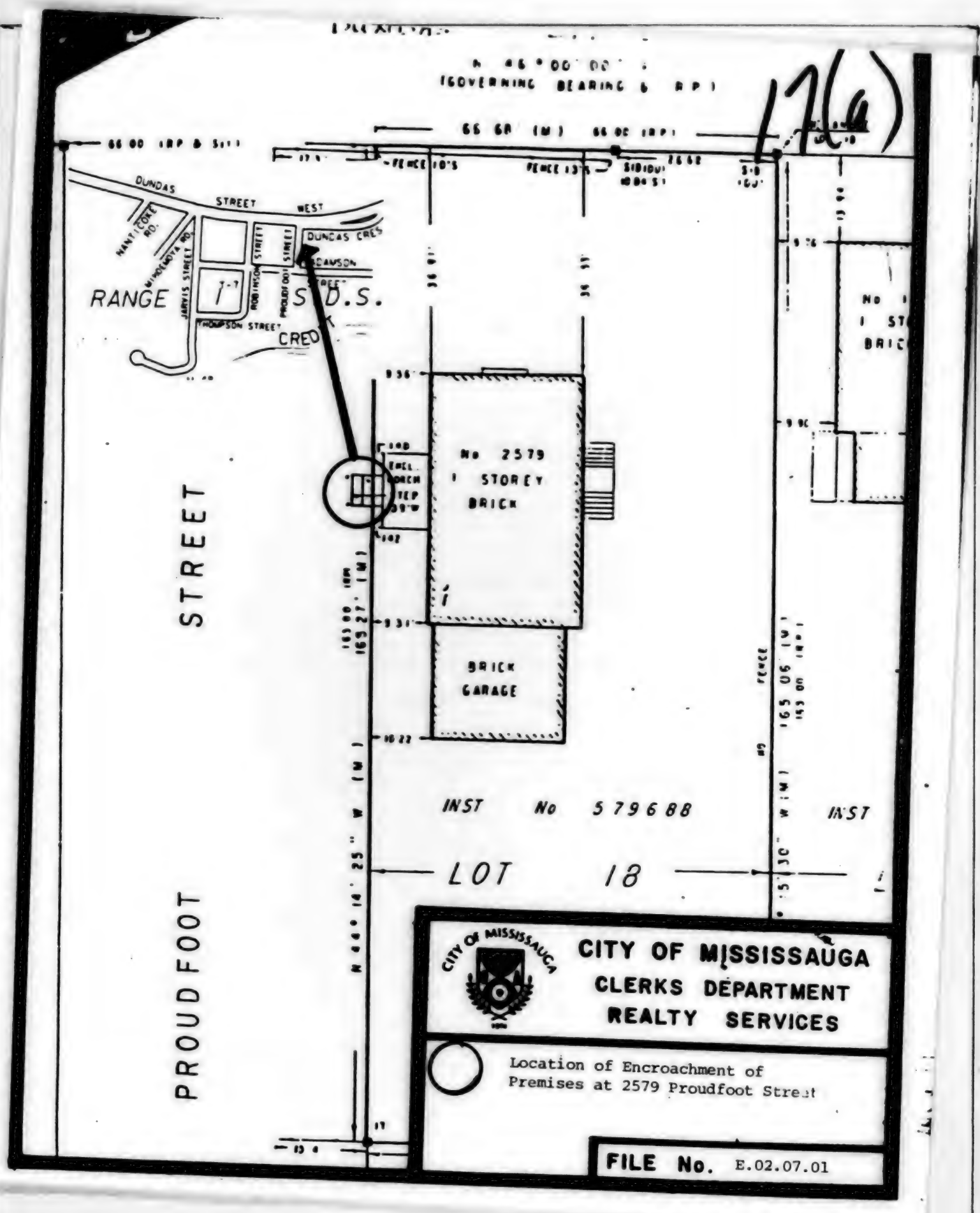
**RECOMMENDATION:**

That a by-law be passed authorizing execution by the Mayor and Clerk of an Encroachment Agreement entered into by the owner of Lot 18, Plan TOR-7 municipally known as 2579 Proudfoot Street.

RKJ  
PJ8/pj

  
Terence L. Julian, A.M.C.T., C.M.C.  
City Clerk







18

MEMORANDUM

To Operations and Works Committee

From Terence L. Julian

Dept. \_\_\_\_\_

Dept. City Clerk

August 25, 1986.

SEP 3 1986

OPERATIONS/WORKS

LADIES AND GENTLEMEN:

SUBJECT: Matthews Group Limited, Plan File T-77060, Phase II, Application to Purchase Easement from the Ministry of Government Services. File B.02.77060

ORIGIN: Letter from Ministry of Government Services of August 19, 1986.

COMMENTS: To undertake the proposed servicing for the Matthews Subdivision, T-77060, Phase II, it is necessary for the City to acquire an external easement from the Ontario Ministry of Government Services. The easement is to accommodate a storm sewer inlet structure and drainage channels on Ministry lands located south of Highway 403 and east of Mavis Road.

The cost of the permanent easement is \$2,500.00 which funding will be at the developer's expense.

RECOMMENDATION: That a By-law be enacted authorizing the execution of the "Application to Purchase Easement" together with any further documents required upon acceptance of the "Application" for lands described as Part of Lots 19 and 20, Concession 2, N.D.S., located south of Highway 403, east of Mavis Road, for the sum of \$2,500.00.

PJS/le

Terence L. Julian, A.M.C.T., C.M.C.,  
City Clerk.

18(a)



**CITY OF MISSISSAUGA  
CLERKS DEPARTMENT  
REALTY SERVICES**



Location of M.G.S. Easement  
to City to service Plan  
T-77060, Matthews Group

**FILE No. B.02.77060**





14

MEMORANDUMTo Operations and Works CommitteeFrom Terence L. Julian

Dept. \_\_\_\_\_

Dept. City Clerk

August 26, 1986.

LADIES AND GENTLEMEN:

OPERATIONS/WORKS **SEP 3 1986**

## SUBJECT:

Reconstruction of Tenth Line from Britannia Road to Battleford Road. File: J.05.85004

## ORIGIN:

Offers to Sell from Kelly and Helen Dunnill and Fred and Mary Workman

## COMMENTS:

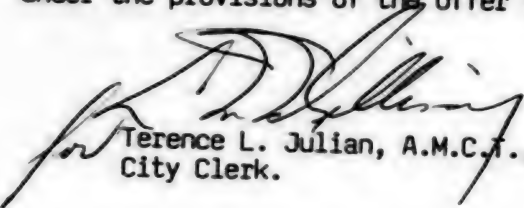
The Engineering and Works Department is undertaking the reconstruction and widening of Tenth Line from Britannia Road to Battleford Road. In order to accommodate the proposed construction, the Clerk's Department negotiated the acquisition of a 4 m wide strip of land along the westerly limit of Tenth Line opposite Switzer Gate. The two properties involved are residential parcels owned by Kelly and Helen Dunnill and Fred and Mary Workman.

Mr. & Mrs. Dunnill have executed a standard Offer to Sell in the amount of \$23,505.00. Mr. & Mrs. Workman have also executed a standard Offer to Sell in the amount of \$10,450.00. Both amounts reflect the market value of the land as estimated by the Clerk's Department.

The Offers to Sell have been reviewed by both the Engineering and Works Department and the Legal Department and found to be satisfactory.

## RECOMMENDATION:

- (1) That a By-law be enacted authorizing the execution of the Offer to Sell dated August 11, 1986, from Kelly and Helen Dunnill with respect to Part of Lot 7, Concession 10, New Survey, and authorizing the execution of any further documents required under the provisions of the Offer to Sell.
- (2) That a By-law be enacted authorizing the execution of the Offer to Sell dated August 14, 1986, from Fred and Mary Workman with respect to Part of Lot 7, Concession 10, New Survey, and authorizing the execution of any further documents required under the provisions of the Offer to Sell.

  
Terence L. Julian, A.M.C.A., C.M.C.,  
City Clerk.



**CITY OF MISSISSAUGA  
CLERKS DEPARTMENT  
REALTY SERVICES**

TENTH LINE RECONSTRUCTION  
BRITANNIA RD. TO BATTLEFORD RD.  
ACQUISITIONS FROM DUNNILL AND WORKMAN

**FILE No. J.05.85004**

20

MISSISSAUGA PUBLIC VEHICLE AUTHORITY

AUGUST 12, 1986  
A.03.04.01 - 308C/159C

REPORT NO. 5-86 OPERATIONS/WORKS SEP 3 1986

TO: The Operations and Works Committee

LADIES AND GENTLEMEN:

The Mississauga Public Vehicle Authority presents its fifth report and recommends:

PVA-33-86 That the request set out in a letter dated August 5, 1986, from Mr. Victor Dumas, Recruitment Committee, Big Brothers of Peel, requesting permission to display 'Be A Big Brother', clear vinyl stickers on the windows of taxicabs and limousines in the City of Mississauga, for the month of September 1986, Big Brother Month, be endorsed.

A.04.01  
L.08.04.01  
(PVA-33-86)

PVA-34-86 That the Letter dated May 5, 1986, from Mr. Anthony M. Speciale with regard to the Toronto Airport Limousine Operators Association and the fee charged for the transfer of Taxicab or Airport Public Transportation Vehicle Owner's Licences, be referred to staff for a report to the Public Vehicle Authority regarding the maximum fee to be charged Taxicab or Airport Transportation Vehicle Owners, for any such transfer.

L.08.02  
(PVA-34-86)



20 (a)

- 2 -

August 12, 1986

PVA-35-86

That the Report dated July 30, 1986, from A. E. McDonald, Acting Commissioner, Building, Zoning and Licensing, to the Public Vehicle Authority, with regard to Report Request 210-86 additional taxi licences, and Report Request 211-86 tariff increase, be received for information.

L.08.02  
L.08.04.02  
(PVA-35-86)

PVA-36-86

- (a) That the rules and procedures for the issuance of additional taxicab owner's licences as set out in Public Vehicle Licensing By-law 697-84, as amended, and contained in the procedural guidelines adopted by City Council on January 28, 1985, be carried out in the normal manner for this licence issuance.
- (b) That after posting the names of applicants from the Priority List who are being considered for issuance of a licence and No Objections have been received, staff shall issue the appropriate number of additional licences and report the licence issuance to City Council.
- (c) That where Objections are received against an applicant whose name had been posted, his application shall be referred to the Licence Appeal Committee for further consideration.
- (d) That six additional taxicab owner's licences be issued in the following manner:
  - (i) Three to be issued in October 1986
  - (ii) Three to be issued in December 1986
- (e) That the Public Vehicle Licensing By-law 697-84, as amended, be further amended to increase the "Limitation Number" of taxicab owner's licences by six, to a total of 379.
- (f) That sufficient number of successful applications from the Taxicab Owner's Priority Waiting List be processed to fulfill the "New Limitation of Owner's Licences" total, keeping in mind any appeals that may be pending.

2021

- 3 -

August 12, 1986

- (g) That for each issuance period the taxicab owner's fees in effect at that time will be applied.
- (h) That the issuance of additional taxicab owner's licences, as set out below, be referred to the January 1987 meeting of the Public Vehicle Authority:
  - (iii) Three to be issued in February 1987
  - (iv) Three to be issued in April 1987.
  - (v) Two to be issued in June 1987.

L.08.04.02  
(PVA-36-86)

PVA-37-86

- (a) That no increase be approved for the taxicab meter tariff at this time, due to the decrease in operating costs for a taxicab operator.
- (b) That the question of the flat rate tariff be taken back to the Public Vehicle Authority for review, at a later date.

L.08.02  
(PVA-37-86)

PVA-38-86

That the letter dated June 20, 1986, from The Honourable Bernard Grandmaitre, Minister of Municipal Affairs, to the Honourable Don Mazankowski, Minister of Transport, regarding proposed changes to the Municipality of Metropolitan Toronto Act, and a letter from The Honourable Don Mazankowski to the Honourable Bernard Grandmaitre regarding this matter, be received for information.

L.08.04.02  
L.08.04.03  
(PVA-38-86)

2001

- 4 -

August 12, 1986

PVA-39-86

That the report dated July 3, 1986, from A. E. McDonald, Acting Commissioner of Building, and M. Virginia MacLean, Director of Legal Services, regarding financing the Consultant's Report in response to proposed amendments to the Municipality of Metropolitan Toronto Act relating to airport taxicabs and limousines, be received for information.

L.08.04.02  
L.08.04.03  
(PVA-39-86)

PVA-40-86

- (a) That the report dated July 29, 1986, from Mr. A. E. McDonald, Acting Commissioner of Building, Zoning and Licensing, regarding Classique Regal Livery Inc. 973 Brock Road, Unit 10, Pickering, Ontario application for a Public Vehicle Operating Licence for the Transportation of passengers and express freight between points in the Towns of Pickering, Ajax, Whitby and the City of Oshawa and Lester B. Pearson International Airport, with no pickup or discharge enroute, be received for information.
- (b) That the Regional Municipality of Peel be requested to circulate any applications for Public Vehicle Operating Licences to the Airport Taxicab Association, the Independent Limousine Owners and Drivers Association, and the Limousine Owners Association, located at Lester B. Pearson International Airport, Vehicle Holding Compound Office, P. O. Box 6003, Toronto A.M.F. Ontario L5P 1B5..

L.08.03  
(PVA-40-86)

PVA-41-86

That the report dated July 29, 1986, from Mr. A. E. McDonald, Acting Commissioner of Building, Zoning and Licensing, regarding Melvin Leasa, operating as Airports Anywhere Transportation 164 John Street South, Stratford, application for a Public Vehicle Operating Licence, for the carriage of passengers and



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- 5 -

August 12, 1986

express freight between the City of Stratford, points in the Townships of Downie, Ellice, North Easthope, South Easthope, East Zorra-Tavistock and the Lester B. Pearson International Airport with no pickup or discharge en route, be received for information.

L.08.03  
(PVA-41-86)

PVA-42-86

That the report dated July 29, 1986, from Mr. A. E. McDonald, Acting Commissioner of Building, Zoning and Licensing, regarding Allandale School Transit Ltd. 137 Brock St., Barrie, Ontario application for a Public Vehicle Operating Licence, for the transportation of passengers and express freight between points in the City of Simcoe and the Lester B. Pearson International Airport with no pickup or discharge en route, be received for information.

L.08.03  
(PVA-42-86)

PVA-43-86

That Mr. Frank Hubbs, driver of Mississauga Taxicab #311, be nominated for Taxicab Driver of the Month for May 1986, for assistance rendered to a stranded motorist.

L.08.04.04  
(PVA-43-86)

PVA-44-86

That Mr. Lawrence Nicol, driver of Mississauga Taxicab #280, be nominated for Taxicab Driver of the Month for June 1986, for alerting C. N. Rail to a problem he observed at the Cawthra Road crossing.

L.08.04.04  
(PVA-44-86)

August 12, 1986

2021

PVA-45-86

That Mr. Dalip Sarna, driver of Mississauga Taxicab #212, be nominated for Taxicab Driver of the Month for July 1986, for assistance rendered in locating lost luggage.

L.08.04.04  
(PVA-45-86)

PVA-46-86

That the letter dated June 12, 1986, from Mr. Antonio Gomez, President, Independent Limousine Owners and Drivers Association, to Mr. J. Mattick, Transport Canada and Councillor F. McKechnie, City of Mississauga, with regard to One-Line Dispatching and Scooping at the Airport, be received for information.

L.08.04.02  
L.08.04.03  
(PVA-46-86)

PVA-47-86

That the letter dated July 28, 1986, from Mr. Maroun Hanna regarding the time of the Public Vehicle Authority meetings, be deferred to the next meeting of the Public Vehicle Authority.

A.03.04.11.03  
(PVA-47-86)

PVA-48-86

- (a) That John Baranyai, Owner of Peel Taxi be advised that Peel Taxi's policy of applying a mandatory 5 per cent discount to all charges submitted for credit by drivers, would appear to be contrary to Section 72, Subsection 8 of the Public Vehicle Licensing By-law 697-84, and the application of this policy should be ceased immediately.
- (b) That if this matter is taken to court, and the courts find that the provisions of the Public Vehicle Licensing By-law 697-84, are being contravened by Peel Taxi, Peel Taxi be requested to refund any monies collected illegally.

L.08.02  
(PVA-48-86)

21

TRAFFIC SAFETY COUNCIL  
0058C/179C

AUGUST 13, 1986  
A.03.04.11.02

REPORT NO. 6-86

To: The Operations and Works Committee of the City of  
Mississauga

LADIES AND GENTLEMEN:

OPERATIONS/WORKS

SEP 3 1986

The Traffic Safety Council presents its sixth report and recommends:

TSC-56-86      That the report dated July 9, 1986 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding the crossing guard policy - flexible boundary and private school students, be received for information.

F.06.01  
(TSC-56-86)

TSC-57-86      That the Site Inspection Subcommittee of the Traffic Safety Council be requested to inspect Woodington Drive at St. Peter and Paul School, in September 1986, pursuant to a request from Mrs. June Puttock, 4204 Woodington Drive, for a crossing guard at St. Peter and Paul School.

F.06.03.02  
(TSC-57-86)

TSC-58-86      That pursuant to a request from Councillor M. Prentice, the Site Inspection Subcommittee of the Traffic Safety Council be requested to inspect the corner of Fieldgate Drive and Bough Beeches Boulevard, in September 1986, to determine if an additional crossing guard is warranted at this location.

F.06.03.02  
(TSC-58-86)



21(u)

- 2 -

AUGUST 13, 1986

TSC-59-86

That the letter dated July 2, 1986 from B. Clevely, Acting Inspector, Traffic Services, Peel Regional Police, in which he expresses thanks to the Traffic Safety Council on behalf of the Peel Regional Police, the competitors and their families for their generous contribution to the Regional Bicycle Rodeo Finals, be received for information.

F.06.03.05  
F.06.03.07  
(TSC-59-86)

TSC-60-86

That the letter dated June 30, 1986 from Maria Iocco, in which she expresses concern for the safety of children crossing at Rathburn Road and Cawthra Road during school days, be referred to the Traffic Section of the Engineering Department for investigation and report back to the Traffic Safety Council.

F.06.03.02  
(TSC-60-86)

TSC-61-86

That the following requests for site inspections be referred to the Site Inspection Subcommittee of the Traffic Safety Council, for site inspections to take place in September 1986, to determine if crossing guards are warranted at these locations:

- (a) Homelands Drive at the walkway through Thornlodge Park.
- (b) Cawthra Road/CNR Railway Tracks
- (c) Lakeshore Road/Clarkson Road  
Railway Tracks/Clarkson Road North  
Truscott Drive/Clarkson Road North
- (d) Burnhamthorpe Road/Central Parkway

F.06.03.02  
(TSC-61-86)

21/2/86

- 3 -

AUGUST 13, 1986

TSC-62-86

Whereas the Peel Board of Education has provided a safe means of transportation to school by bussing, for the children who attend Oakridge Public School and cross at Mississauga Road and Highriver Court, the crossing guard at this location be removed as warrants are no longer met.

F.06.03.02  
(TSC-62-86)

TSC-63-86

That, pursuant to a letter dated June 17, 1986, from Mr. J. E. Bishop, 4540 Gullfoot Circle, Mississauga, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out an inspection at Bud Gregory Boulevard and Central Parkway to determine what safety hazards exist.

F.06.03.02  
(TSC-63-86)

TSC-64-86

That, pursuant to a request from Councillor P. Mullin, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Clarkson Road and Pengilley Place, to determine if a crossing guard is warranted at this location.

F.06.03.02  
(TSC-64-86)



**MEMORANDUM**

*Additional LH*

To MAYOR AND MEMBERS COUNCIL

From L. W. STEWART, Q.C.  
CITY SOLICITOR

Dept. \_\_\_\_\_

Dept. A.E. McDONALD, ACTING  
COMMISSIONER OF BUILDING

August 21, 1986

OPERATIONS/WORKS **SEP 3 1986**

SUBJECT: Noise problems Knob Hill Estates.  
ORIGIN: Building Department.

COMMENT: As a result of complaints received by the Building Department from residents abutting Knob Hill Court, discussions have been held with the Ministry of the Environment and with the building inspectors. It has been determined that the cause of an unusual noise which is disturbing residents in the area adjacent to Knob Hill Court may be the gas venting systems installed in several of the lots to deal with the methane gas problem pursuant to the Environmental Protection Act approval.

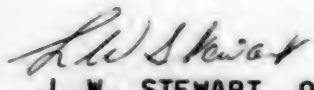
To ascertain the exact cause of the noise it will be necessary to obtain the services of a noise consultant and to pay for the costs of the services of that consultant out of the proceeds of the letter of credit posted by Knob Hill Homes Limited to guarantee that it would monitor in pursuance to its agreement with the City.

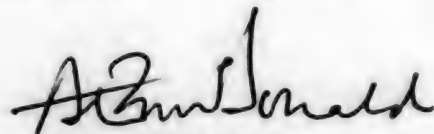
The letter of credit was called under a resolution passed by Council on July 16, 1986. An Agreement has been prepared with Barman Coulter Swallow Associates to carry out the necessary noise consulting services to evaluate and make recommendations for the reduction of the noise problem with respect to the Knob Hill properties. The maximum amount payable under this contract is \$1,080.00.



RECOMMENDATION:

That a By-law be enacted to authorize execution by the City of an Agreement between The Corporation of the City of Mississauga and Barman Coulter Swallow Associates dated      day of August, 1986.

  
L.W. STEWART, Q.C.  
City Solicitor

  
A.E. McDonald  
Acting Commissioner  
of Building

**CITY OF ETOBICOKE**

K-9.5

**Z-20**

**Z-19**

**Z-12**

CITY OF MISSISSAUGA

MINUTES

MEETING TEN EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, SEPTEMBER 3, 1986, 10:29 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT: Councillor H. Kennedy  
Councillor F. McKechnie  
Councillor D. Cook (Chairman)  
Councillor T. Southorn  
Mayor H. McCallion (Ex-officio)

MEMBERS ABSENT: Councillor L. Taylor  
Councillor D. Culham

OTHERS PRESENT: NIL

STAFF PRESENT: Mr. D.A. Lychak, City Manager  
Mr. W.P. Taylor, Commissioner of Engineering and Works  
Mr. A. McDonald, Acting Commissioner of  
Building/Zoning/Licensing  
Mr. L.W. Stewart, City Solicitor  
Mr. G. Bentley, Fire Chief  
Ms. L. Mailer, Clerk's Department

The meeting was called to order at 10:29 a.m. and immediately recessed in order to complete the Administration and Finance Committee meeting. The meeting reconvened at 11:10 a.m.

DEPUTATIONS - 11:10 A.M.

- A. Mr. David Rechtsman, General Chairman, Toronto Home Builders Association and Ms. Grace Dodds, Municipal Liaison Coordinator.

A.06.01  
A.04.13.01

SEE ITEM 1



MATTERS CONSIDERED:

1. Report dated August 6, 1986, from the Fire Chief regarding the fire hazards created by extremely large numbers of houses currently in the framed only state. The present situation is due partly to the shortage of skilled labour in the bricklaying and other trades, a three week strike by bricklayers and a sellers market for new homes. While the present situation is abnormal, the trend in framing long rows or groups of houses has become more prevalent in the past few years and is expected to continue.

Mississauga has experienced a number of serious construction fires and for this reason a fire prevention program for partially completed buildings in new subdivisions is essential.

The Chief reviews the causes and advises that meetings have been held to seek solutions to the problem. The Toronto Home Builders Association, whose members are involved in up to 75% of the home construction in Mississauga, understands and recognizes the problem and will be supportive of necessary measures providing there are no unreasonable delays created that would affect the production process. The Home Builders Association agrees that voluntary constraints are not likely to be successful.

Sections of the Ontario Fire Code can be applied to address some of the concerns and open fires at construction sites will be on a permit basis under the restrictions of the Open Fire Burning By-law No. 394/79. Any violations would be served against the builder and it is proposed to issue a warning to violators prior to taking action under the Fire Code Act.

The only effective method of fire control for long rows of houses under construction is a fire break. Restrictions on the number of houses in the framed only state have been applied elsewhere in at least one other jurisdiction which obligates the developer to leave a fire break at every 7th lot. This allows a maximum of six framed only houses to be erected, leaving the 7th lot as a fire break, then repeated with a further six houses. This formula appears to be reasonable and would have acceptance with the builders group.

The Legal Department has confirmed their position as it relates to the legal methods of dealing with incorporation of fire prevention measures for partially completed buildings in new plans of subdivision. The Legal Department states that it would be in conformity with the provisions of the Planning Act if a condition of draft approval of the subdivision were incorporated at the request of the Fire Department which would enable the Building Department to restrict the issuance of full building permits for certain lots. Specifically the Fire Department would designate on the draft plan those lots which the developer would be obligated to leave as fire breaks. The restriction which would be placed as a condition would state that:

"no superstructure building permit will be issued for the designated lots until such time as the external finishes, including cladding, roofing and windows have been installed on the buildings on the lots abutting each of the lot lines."

The Building Department has powers under its Building By-law to issue different types of building permits. One of the permits they can issue is a foundation only permit. The Chief Building Official would issue a foundation only permit for the designated fire break lots and the superstructure permit would not be issued until the installation of the cladding, roofing and windows has been complied with on the adjacent lots. If the builder proceeded to build more than foundations on the designated fire break lot he would be in contravention of the provisions of the Building Code Act which can be used to restrict this unlawful activity.

The Building Department has agreed that they would process all building applications submitted by the developer for all of the lots at the same time and, notwithstanding the fact that the fire break lots would have foundation only permits, it would just be a matter of administrative procedure for the Chief Building Official to issue the superstructure permits whenever advised by his inspection staff that the conditions of cladding, roofing and windows have been complied with on the adjoining lots.

**RECOMMENDATIONS:**

- (a) That the Fire Department, in conjunction with Public Affairs, develop an information brochure to be attached to all building permits outlining the contractors' responsibilities under the Ontario Fire Code and indicating the municipality's intention to enforce the appropriate sections of the Ontario Fire Code pertaining to open burning, access to the site and the maintenance of and access to hydrants.
- (b) That every 7th lot in a draft plan of residential subdivision be designated as a fire break and further that the Fire Department review all draft plans of residential subdivision to designate those lots which the developer is obligated to leave as fire breaks and that these conditions be incorporated into Schedule 'C' of the Servicing Agreement as well as the Financial Agreement which is registered on title.
- (c) That the Building Department process all applications for building permits and issue foundation only permits for the designated fire break lots. The issuance of the superstructure permits for these lots will only be released upon the approval of the Chief Building Official (in conjunction with the Fire Chief) at such time that, in the opinion of the Chief Building Official, the intent of this restriction has been satisfied and that no more than six (6) consecutive buildings will be under construction in a framed state.



September 3, 1986

Mr. David Rechtsman, General Chairman Municipal Liaison Committee, was in attendance at the meeting and introduce Ms. Grace Dodds, Municipal Liaison Coordinator, who presented the Toronto Home Builder's Association's position as follows.

The Association is in agreement with the concept presented although the implementation or administration is the critical factor. Current problems are timing, production and trade availability. Schedule 'C' is already highly restrictive and if the designated lots are conditions in Schedule 'C' any redesignation of the fire break lot will require an amendment to the Schedule which would be time consuming. The Association is of the opinion that the fire break lot be designated by the Building Department in conjunction with the Fire Department. Additionally, that foundation permits be issued for all the lots applied for and upon completion of any house with cladding, windows, and roof, then the designated fire break lot can upon application to the Building Department be redesignated to the seventh lot from the actual firebreak. For example, if Lot 3 is completed then a redesignation of the fire break lot would be Lot 10. This allows the builder flexibility with respect to the production, sales and site conditions. Sometimes a bricklayer cannot be moved to the exact lot which would release the fire break lot and moving down the line would be more accessible. Completion of both houses on either side of the fire break lot is unnecessary as one completed house acts as the necessary fire break. Further, compliance to the condition would be at the discretion of the building inspector.

Ms. Dodds advised that the Association concurs with the following clause which is used in another municipality's subdivision agreement:

'No building permits issued on lots designated every 7th hour until such time as exterior cladding/roofing/windows on a unit abutting each side lot line has been completed unless otherwise approved by the Fire Chief.'

'A letter of credit is on file for each building project and should a builder build without building permits and there is no fire break designated lots then there is a charge of \$1,000.00.'

'It should be noted that the builder is allowed to relocate the designated fire break but it must be approved and redesignated as such.'

Ms. Dodds advised that these issues have been presented to the Fire Chief and the Acting Commissioner of Building.

In cases of non-compliance a stop work order can be issued and legal action taken. The Association is of the opinion that 3 or 4 incidents amongst 3,000 to 4,000 residential permits issued does not necessarily require drastic legislation.



September 3, 1986

Mr. Rechtsman and Ms. Dodds responded to questions from the Committee. One of the major issues was whether or not on site security would improve the situation. Mr. Rechtsman advised that his Company provides security at each of its sites and is certainly a factor in obtaining insurance. While it is not mandatory at this time, Mr. Rechtsman felt that this will be required by the insurance companies in future. He pointed out that while a security guard does allow for a quicker response time they are not the total solution as they cannot be in all places at all times especially on a large sites.

Mayor McCallion expressed concern about the administrative costs to the City, the possible completion delay to the purchaser of the designated fire break lot, and that it appears some responsibility is being placed on the City when it is the industry's problem. It is the Members of Council who receive the brunt of complaints from home buyers on delayed closings.

Mr. Rechtsman advised that a voluntary system had been discussed with Staff; however, it was determined that this would not be effective. The Municipality is the control as far as the builder is concerned as it issues the building permits.

Chief Bentley responded that the Fire Department currently reviews draft plans and it would not be onerous to designate the lots. The Building Department would simply process all the applications and withhold only the superstructure permits for the designated lots. One the condition has been met, the superstructure permits could be released. Staff did not feel that this condition would increase the administrative costs although it would mean a return trip on the part of the builder to City Hall for that part of the permit withheld.

Councillor McKechnie pointed out that the problem is really two fold. One is caused by arsonists and the other by the builder and/or his trades in the indiscriminate burning on site. He noted there is current legislation to control the on site burning and recommended that the report be tabled at this time and the current legislation enforced. The matter can be reviewed in the Spring of 1987.

Mayor McCallion inquired whether a notice would be included in the Offer to Purchase if this condition were adopted so that prospective purchasers would be aware that the particular lot they were interested in was designated as a fire break. Mr. Rechtsman responded that he would report back on this question.

In light of the questions raised, Councillor Southorn suggested that the matter be referred back for a further report to be considered by the Committee in October. Councillor McKechnie agreed to amended motion.

A.06.01

A.04.13.01

See Recommendation OW-253-86 (T. Southorn)

2. Report dated August 7, 1986, from the Fire Chief regarding By-law 1036-81 - A By-law to Regulate Fire Routes & Fire Hydrants. Subsection 4(c) of By-law 1036-81 requires contractors to post a Letter of Credit with each fire route application. This Letter of Credit was required to ensure that fire routes were constructed in compliance with the accepted Site Plan.

Many contractors have questioned the need for this Letter of Credit. In reviewing the Building Code and Fire Code legislation pertaining to fire routes, the Fire Department agrees that the Letter of Credit is not required. If the property owner fails to construct the fire route according to the accepted drawing, occupancy of the building may be withheld. Such a requirement outweighs the financial obligation of a \$5,000.00 Letter of Credit.

Subsection 4(d) of By-law 1036-81 requires the applicant to submit a processing fee of \$100.00. This fee structure was established in 1981 and has remained unchanged. The Fire Department has reviewed current costs related to the processing of the application and the inspection of the fire route.

**RECOMMENDATION:**

That a by-law be enacted to amend By-law 1036-81 to Regulate Fire Routes and Fire Hydrants as follows:

- (a) to delete Subsection 4(c) to eliminate the need for a Letter of Credit.
- (b) to repeal Subsection 4(d) and substitute the following:
  - '(d) pay to the corporation a processing and inspection fee of \$150.00.'

A.06.01

**Approved**

See Recommendation OW-254-86 (F. McKechnie)

3. Report dated July 22, 1986, from the Commissioner of Engineering & Works in response to a petition (37 signatures) from the residents on Runcorn Row requesting the closure of the concrete walkway between the end of the cul-de-sac and Winston Churchill Boulevard. The residents' concerns are outlined in the attached petition.

The Engineering and Works Department has reviewed this request and have no objections as no cross walk exists on Winston Churchill Boulevard at the end of the walkway. A cross walk exists at Battleford Road which is located 180 m (590 ft.) south of the walkway and pedestrians can proceed down Edenwood Road to gain access to the Meadowvale Town Centre.

September 3, 1986

RECOMMENDATION:

That steps be undertaken to close the walkway on Block 21 Plan M-405 (from Runcorn Row to Winston Churchill Boulevard) including restoration and that the lands be transferred to the adjacent property owners at market value.

B.06.405.02

F.02.03

Approved

See Recommendation OW-255-86 (F. McKechnie)

4.

Report dated August 14, 1986, from the Commissioner of Engineering & Works in response to a request from C.N. Rail for permission to temporarily close Clarkson Road North on Tuesday and Wednesday September 9 and 10, 1986, and Lorne Park Road on Thursday and Friday, September 11 and 12, 1986 at the C.N.R. tracks. These closures between the hours of 7:00 a.m. and 7:00 p.m. are required for ballast rehabilitation and the installation of concrete crossings. Due to other commitments, C.N. cannot schedule this work during the month of August prior to the resumption of school. Off-duty police officers and road closure signage will be provided and all agencies including the school boards will be notified.

The Engineering Department has no objection to this request, and will erect advance notification signing on both roadways.

RECOMMENDATION:

That a by-law be passed authorizing the temporary closures of Clarkson Road North and Lorne Park Road at the C.N.R. crossings on Tuesday and Wednesday, September 9 and 10, 1986 and Thursday and Friday, September 11 and 12, 1986 respectively between the hours of 7:00 a.m. and 7:00 p.m. for the purpose of track maintenance.

F.02.04.03

Approved

See Recommendation OW-256-86 (F. McKechnie)

5.

Report dated August 25, 1986, from the Commissioner of Engineering & Works in response to a request from Westwood Drain Company Ltd. to temporarily close Mid-Way Boulevard and Pacific Gate at Tomken Road to accommodate the installation of a 1500 mm pressure watermain along the west boulevard of Tomken Road under contract with the Ministry of the Environment. Since alternate access is available to all local establishments the Department has no objection to these temporary closures. Due to a number of circumstances, it is impossible to predict the exact date that these roads would be closed; however, it is estimated that each intersection would require one day closure, probably in early to mid September.



**RECOMMENDATIONS:**

That the Westwood Drain Company Ltd., be granted permission to close, for one day each, the west leg of Mid-Way Boulevard and Pacific Gate at Tomken Road for the purpose of watermain installation and that a by-law be enacted to authorize these closures.

F.02.04.03

**Approved**

See Recommendation OW-257-86 (F. McKechnie)

6. Report dated August 12, 1986, from the Commissioner of Engineering & Works as a result of the following recommendation adopted by Council on July 14, 1986 to permit extended parking for 12 hours maximum on the following roadways:

- (a) on the north side of the north leg of Bow River Crescent between a point 15 meters west of Falconer Drive and a point 151 meters west. Parking would be prohibited 6 meters either side of the complex driveway, and within 15 meters of Falconer Drive in accordance with the provisions of By-law 444-79;
- (b) on the west side boulevard of Mississauga Road between a point 35 meters north of High Street and a point 6 meters south of Park Street;
- (c) on the east side boulevard of Mississauga Road between a point 22 meters south of Front Street and a point 40 meters south thereof.

**RECOMMENDATION:**

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to extend parking for 12 hours maximum on portions of Mississauga Road and Bow River Crescent.

F.06.04.02

**Approved**

See Recommendation OW-258-86 (F. McKechnie)

7. Report dated August 6, 1986, from the Commissioner of Engineering & Works regarding traffic control signs at Central Parkway East and Rathburn Road. With the completion of Central Parkway East between Eglinton Avenue and Rathburn Road, concern has been expressed with respect to the operation of the intersection of Rathburn Road and Central Parkway East. Currently, an all-way stop is in place and has been an aid to the two adult crossing guards; however, the intersection is quite large with multiple lanes in each direction and since it is an intersection of two major collectors, there continues to be a problem with motorists driving through the stop signs. Also as traffic volumes increase more confusion is evident at the intersection.

The need for traffic signals was identified in 1975 during the processing of the plans and Mascan Corporation contributed \$50,000 to cover the costs of the signals. While warrants are not met at this time, the traffic signals can be installed and paid for by the developer's contribution.

RECOMMENDATION:

That traffic control signals be installed at the intersection of Rathburn Road and Central Parkway East to be funded from the Mascan Corporation contribution.

F.06.02

Approved

See Recommendation OW-259-86 (F. McKechnie)

8.

Report dated August 20, 1986, from the Commissioner of Engineering & Works regarding the opening of Confederation Parkway south of Burnhamthorpe Road to vehicle traffic by the end of September 1986. Vehicle volumes will be high on this roadway as it will be used as an alternative to Hurontario Street. Traffic signals should be operational at the following intersections:

- . Burnhamthorpe Road and Confederation Parkway
- . Confederation Parkway and Hillcrest Avenue
- . Hillcrest Avenue and the East Go Station Access Road

Developer fund has been secured for the first intersection and controls presently exist and the two others and require only energization.

RECOMMENDATION:

- (a) That traffic control signals be installed at the intersection of Burnhamthorpe Road and Confederation Parkway upon the opening of this road to vehicle traffic (funding to be provided by the developer).
- (b) That the existing traffic signals at the intersections of Confederation Parkway/Hillcrest Avenue and Hillcrest Avenue/East Go Access Road be energized upon the opening of Confederation Parkway to Burnhamthorpe Road.

F.06.02

Approved

See Recommendation OW-260-86 (F. McKechnie)

September 3, 1986

9. Report dated August 19, 1986, from the Commissioner of Engineering & Works regarding traffic signal contribution for proposed Plan of Subdivision, Traders Associates. The requirements for traffic signalization were identified and outlined in the Consolidated Report for the subject draft plan. Contributions for traffic signals were required at the following intersections:

McLaughlin Road and Stadacona Drive (now Bristol Road)  
Stadacona Drive West (Bristol Road) & Hurontario Street.  
Stadacona Drive West and street 'H'  
Stadacona Drive West and street 'A'

The locations of these intersections are shown on the attached plan. In accordance with City policy it was further indicated that a report would be prepared with respect to the contribution for the installation of traffic signals at Stadacona Drive West and street 'E', this would be prior to finalizing the servicing agreement.

The attached plan shows the relationship of street 'E' to the Hawthorne Valley Draft Plan of Subdivision and to the lands north of Stadacona Drive West (Bristol Road) are the board common lands, the land use of which has not been determined as yet. Based on a review traffic signals would not be required at the intersection of street 'E' on Stadacona Drive West since it forms just a small street ending in a crescent in the Hawthorne Valley Draft Plan, also, alternative access will be available via street 'C' to street 'A' at which traffic signals would be installed.

RECOMMENDATION:

That a contribution towards the installation of traffic control signals at Stadacona Drive West (Bristol Road)/ street 'E' not be required as a condition related to Draft Plan of Subdivision under file T-83027 (Phase II) Traders Associates (400556 Ontario Limited).

T-83027

F.06.01

Approved

See Recommendation OW-261-86 (F. McKechnie)

10. Report dated August 1, 1986, from the Commissioner of Engineering & Works concerning the number of heavy vehicles parking on Mavis Road north and south of Burnhamthorpe Road which disrupt local residents and obstruct the flow of through traffic and create sight distance problems.



RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on Mavis Road, both sides, from Central Parkway to Highway 403.

F.06.04.02

Approved

See Recommendation OW-262-86 (F. McKechnie)

11. Report dated August 14, 1986, from the Commissioner of Engineering & Works regarding traffic concerns relating to the spring water supply at Mississauga Road south of Dundas Street. In response to recent interest concerning traffic conditions at the spring water supply on Mississauga Road south of Dundas Street, the Engineering Department has monitored this area on three separate occasions. It should be noted that with a facility of this nature, peak hours vary and are unpredictable. Therefore, the following three very different time periods were studied:

- |     |                          |                         |
|-----|--------------------------|-------------------------|
| (1) | Saturday, June 14, 1986  | 11:30 a.m. to 1:30 p.m. |
| (2) | Saturday, June 26, 1986  | 8:00 a.m. to 10:00 a.m. |
| (3) | Wednesday, July 30, 1986 | 4:00 a.m. to 6:00 p.m.  |

All three studies yielded similar results; through traffic only encountered minor inconvenience when vehicles using this spring turned into or out of the parking area. These occurrences happened infrequently and did not result in any major traffic mishaps. This is substantiated by our accident records which indicate only one (1) accident associated with this facility since 1979, when our records began. This accident involved three southbound vehicles "rear ending".

Also, a few vehicles parked illegally, in the No Parking zone on the east side of Mississauga Road, opposite the spring, when parking was available in the parking lot. This inconvenienced through vehicles but did not result in a serious traffic hazard.

At no time was the parking area ever full to capacity, which is 10 to 14 vehicles, depending on the placement/arrangement of these vehicles.

Therefore, based on the results of these observations and research, no serious traffic hazard exists at the spring water supply at this time. However, if usage of this facility increases in the future, consideration toward providing increased parking will have to be looked into which may prove difficult, or ultimately piping the spring to remove it from use.

The Engineering Department has issued a work order to reinstate some deficiencies in No Parking Anytime signs on Mississauga Road and will install "Caution Hidden Driveway" signs in advance of the spring on Mississauga Road.

September 3, 1986

RECOMMENDATION:

- (a) That the No Parking signs on Mississauga Road in the area of the spring be upgraded and enforcement of such be requested.
- (b) That "Hidden Driveway" signs be placed on both sides of the spring area.
- (c) That the Engineering and Works Department continue to monitor this area.

F.06.04.01

Approved

See Recommendation OW-263-86 (F. McKechnie)

12.

Report dated July 25, 1986, from the Commissioner of Engineering & Works regarding a Housekeeping By-law to amend Traffic By-law 444-79, as amended dealing with Petersburg Crescent.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize housekeeping changes dealing with Petersburg Crescent in Area Z-28.

F.06.04.01

Approved

See Recommendation OW-264-86 (F. McKechnie)

13.

Report dated July 25, 1986, from the Commissioner of Engineering & Works regarding a Housekeeping By-law to amend Traffic By-law 44-79, as amended, dealing with no heavy trucks on Sheridan Park Drive.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize housekeeping changes dealing with no heavy trucks on Sheridan Park Drive in Area Z-18.

F.06.04.06

Approved

See Recommendation OW-265-86 (F. McKechnie)

14.

Report dated August 25, 1986, from the Commissioner of Engineering & Works in response to a request from Ms. Jaime Williams, Manager, Port Credit Business Association, for permission to hold the Port Credit Harvest Fest '86 on September 13, 1986 from 10:00 a.m. to 6:00 p.m.

The event will include a corn and hot dog roast at two separate locations in Port Credit. One on Briarwood Avenue, north of the business section to Forest Avenue, and the other on Helene Street, south of Lakeshore Road to the laneway south of the business section. Activities that will be taking place will be Boy Scouts selling corn and hot dogs from picnic tables to raise money for their many activities. Also, two horse and wagon teams will give free rides to all the visitors along Lakeshore Road and have pick-up stations at each end of Port Credit.

The Peel Regional Police have been consulted and have no objections so long as a full road closure is in effect at all times during the event, both on Briarwood Avenue and Helene Street. Also, the two horse drawn wagons must have a "slow moving vehicle" sign in a prominent location on the back of each of the wagons, visible to all approaching vehicles from the rear.

The Engineering Department has no objections to this request, subject to the usual conditions for special events being satisfied.

RECOMMENDATIONS:

- (a) That a by-law be enacted to authorize the temporary closure of portions of Briarwood Avenue and Helene Street for the purpose of Harvest Fest '86 on September 13, 1986.
- (b) That the Port Credit Business Association be granted permission to hold Harvest Festival 1986 on Saturday, September 13, 1986 from 10:00 a.m. to 6:00 p.m. on Briarwood Avenue - between Forest Avenue and north of the business section and Helene Street - south of Lakeshore Road to the laneway, south of the business section, subject to the following conditions:
  - (i) Proof of liability insurance in the amount of one million dollars;
  - (ii) Provision of a Hold Harmless and Indemnification Agreement with the City stating that the applicant is responsible totally for their own liability incurred as a result of their activities and indemnifying the City with respect to any claims made against the City, its employees and/or agents resulting from the activities;
  - (iii) Completion of a road closure permit with the Engineering Department at least five (5) days prior to the event;
  - (iv) Police supervision of the event as deemed necessary by the Peel Regional Police;
  - (v) Notification by the Port Credit Business Association to the effected residents on Briarwood Avenue of the road closure at least one week in advance of the event and maintenance of local residents access during the event;
  - (vi) Provision of barricades for the roads to be obtained by the applicant and placed under Police supervision.

F.02.04.04

Approved

See Recommendation OW-266-86 (F. McKechnie)



September 3, 1986

15. Report dated August 11, 1986, from the Acting Commissioner of Building, Zoning and Licensing amending By-law 43-82, being a by-law to provide for the appointment of Municipal Enforcement Officers and Peace Officers for the purpose of enforcing City by-laws, required to reflect staff changes within the Department.

RECOMMENDATION:

That a by-law be enacted to amend By-law 43-82, as amended, being a by-law to provide for the appointment of Municipal Enforcement Officers and Peace Officers for the purpose of enforcing City by-laws, required to reflect staff changes within the Department.

L.07.01.02

Approved

See Recommendation OW-267-86 (F. McKechnie)

16. Report dated August 14, 1986, from the Acting Commissioner of Building, Zoning and Licensing amending By-law 115-76, as amended, being a by-law to provide for the appointment of Building Inspectors for the purpose of enforcing the Ontario Building Code Act required to reflect staff changes within the Department.

RECOMMENDATION:

That a by-law be enacted to amend By-law 115-76, as amended, being a by-law to provide for the appointment of Building Inspectors for the purpose of enforcing the Ontario Building Code Act required to reflect staff changes within the Department.

L.07.01.02

Approved

See Recommendation OW-268-86 (F. McKechnie)

17. Report dated August 20, 1986, from the City Clerk regarding an encroachment on Proudfoot Street by dwelling situated at 2579 Proudfoot Street. Pursuant to a survey arranged by the registered owners of 2579 Proudfoot Street, it was discovered that a portion of the concrete steps situated on the east side of the dwelling projected and encroached approximately 1.18m (3.9ft.) on City property. The Engineering Department has considered the location of the encroachment and has no objection provided that an appropriate agreement be entered into by the encroaching parties.

An Encroachment Agreement has been executed by the owners of 2579 Proudfoot Street which terms have been reviewed and approved by the Legal Department. The principal condition of the agreement is that the owners will save the City harmless should there be any damages arising out the encroachment.

September 3, 1986

RECOMMENDATION:

That a by-law be enacted to authorize execution of an Encroachment Agreement between the Owner of Lot 18, Plan TOR-7 municipally known as 2579 Proudfoot Street and The Corporation of the City of Mississauga

E.02.07.01

Approved

See Recommendation OW-269-86 (F. McKechnie)

18.

Report dated August 25, 1986, from the City Clerk regarding an external easement required from the Ministry of Government Services to accommodate a storm sewer inlet structure and drainage channels on Ministry lands located south of Highway 403/east of Mavis Road for the servicing of the Matthews Subdivision. The cost of the permanent easement at \$2,500.00 will be borne by the developer.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the "Application to Purchase Easement" together with any related documents required upon acceptance of the Application for lands described as Part of Lots 19 and 20, Conc. 2, N.D.S., located south of Highway 403/east of Mavis Road for the sum of \$2,500.00.

B.02.77060

Approved

See Recommendation OW-270-86

19.

Report dated August 26, 1986, from the City Clerk with respect to the reconstruction of Tenth Line from Britannia Road to Battleford Road. In order to accommodate the proposed construction, the Clerk's Department negotiated the acquisition of a 4 m wide strip of land along the westerly limit of Tenth Line opposite Switzer Gate. The two properties involved are residential parcels owned by Kelly and Helen Dunnill and Fred and Mary Workman.

Mr. & Mrs. Dunnill have executed a standard Offer to Sell in the amount of \$23,505.00. Mr. & Mrs. Workman have also executed a standard Offer to Sell in the amount of \$10,450.00. Both amounts reflect the market value of the land as estimated by the Clerk's Department.

The Offers to Sell have been reviewed by both the Engineering and Works Department and the Legal Department and found to be satisfactory.

RECOMMENDATION:

- (a) That a by-law be enacted to authorize execution of the Offer to Sell dated August 11, 1986, from Kelly and Helen Dunnill with respect to Part of Lot 7, Concession 10, New Survey, and authorizing the execution of any further documents required under the provisions of the Offer to Sell (reconstruction of Tenth Line from Britannia Road to Battleford Road).
- (2) That a by-law be enacted to authorize execution of the Offer to Sell dated August 14, 1986, from Fred and Mary Workman with respect to Part of Lot 7, Concession 10, New Survey, and authorizing the execution of any further documents required under the provisions of the Offer to Sell (reconstruction of Tenth Line from Britannia Road to Battleford Road).

J.05.85004

Approved

See Recommendation OW-271-86 (F. McKechnie)

20. Report 5-86 of the Public Vehicle Authority meeting held on August 12, 1986.

Item 38-86 was amended to include a part (b) to receive a letter from Peter Pellier to Mayor McCallion regarding a letter by Bernard Grandmaitre to the Taxi News on proposed changes to the Municipality of Metropolitan Toronto Act.

A.03.04.01

Amended

See Recommendations OW-273-86 to OW-288-86 (F. McKechnie)

21. Report 6-86 of the Traffic Safety Council meeting held on August 13, 1986.

A.03.04.11.02

Approved

See Recommendations OW-289-86 to 297-86 (F. McKechnie)

The following additional report was considered by the Committee:

22. Report dated August 21, 1986, from the City Solicitor and Acting Commissioner of Building with respect to noise problems at Knob Hill Estates. As a result of complaints received by the Building Department from residents abutting Knob Hill Court, discussions have been held with the Ministry of the Environment and with the building inspectors. It has been determined that the cause of an unusual noise which is disturbing residents in the area adjacent to Knob Hill Court may be the gas venting systems installed in several of the lots to deal with the methane gas problem pursuant to the Environmental Protection Act approval.



September 3, 1986

To ascertain the exact cause of the noise it will be necessary to obtain the services of a noise consultant and to pay for the costs of the services of that consultant out of the proceeds of the letter of credit posted by Knob Hill Homes Limited to guarantee that it would monitor in pursuance to its agreement with the City.

The letter of credit was called under a resolution passed by Council on July 16, 1986. An Agreement has been prepared with Barman Coulter Swallow Associates to carry out the necessary noise consulting services to evaluate and make recommendations for the reduction of the noise problem with respect to the Knob Hill properties. The maximum amount payable under this contract is \$1,080.00.

RECOMMENDATION:

That a by-law be enacted to authorize execution of Agreement between The Corporation of the City of Mississauga and Barman Coulter Swallow Associates dated 31st day of August, 1986, to provide consulting services to evaluate the noise problem adjacent to Knob Hill Estates the costs of the services to be drawn from the Developer's Letter of Credit in the amount of \$1,080.00.

B.06.542.02

Approved

See Recommendation OW-272-86 (F. McKechnie)

Recommendations:

As per Report 10-86

Adjournment:

12:00 Noon

SEPTEMBER 3, 1986

OPERATIONS AND WORKS COMMITTEE

REPORT 10-86

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its tenth report and recommends:

OW-253-86 That the report dated August 6, 1986, from the Fire Chief regarding fire hazards in new residential subdivisions be referred back to Staff for further consideration and report back to the Operations and Works Committee by the end of October 1986.

A.06.01  
A.04.13.01  
(OW-253-86)

OW-254-86 That a by-law be enacted to amend By-law 1036-81 to Regulate Fire Routes and Fire Hydrants as follows:

- (a) to delete Subsection 4(c) to eliminate the need for a Letter of Credit.
- (b) to repeal Subsection 4(d) and substitute the following:
  - '(d) pay to the corporation a processing and inspection fee of \$150.00.'

A.06.01  
(OW-254-86)

OW-255-86 That steps be undertaken to close the walkway on Block 21 Plan M-405 (from Runcorn Row to Winston Churchill Boulevard) including restoration and that the lands be transferred to the adjacent property owners at market value.

B.06.405.02  
F.02.03  
(OW-255-86)

OW-256-86 That a by-law be passed authorizing the temporary closures of Clarkson Road North and Lorne Park Road at the C.N.R. crossings on Tuesday and Wednesday, September 9 and 10, 1986 and Thursday and Friday, September 11 and 12, 1986 respectively between the hours of 7:00 a.m. and 7:00 p.m. for the purpose of track maintenance.

F.02.04.03  
(OW-256-86)

OW-257-86 That the Westwood Drain Company Ltd., be granted permission to close, for one day each, the west leg of Mid-Way Boulevard and Pacific Gate at Tomken Road for the purpose of watermain installation and that a by-law be enacted to authorize these closures.

F.02.04.03  
(OW-257-86)

OW-258-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to extend parking for 12 hours maximum on portions of Mississauga Road and Bow River Crescent.

F.06.04.02  
(OW-258-86)

OW-259-86 That traffic control signals be installed at the intersection of Rathburn Road and Central Parkway East to be funded from the Mascan Corporation contribution.

F.06.02  
(OW-259-86)

OW-260-86 (a) That traffic control signals be installed at the intersection of Burnhamthorpe Road and Confederation Parkway upon the opening of this road to vehicle traffic (funding to be provided by the developer).

(b) That the existing traffic signals at the intersections of Confederation Parkway/Hillcrest Avenue and Hillcrest Avenue/East Go Access Road be energized upon the opening of Confederation Parkway to Burnhamthorpe Road.

F.06.02  
(OW-260-86)



OW-261-86 That a contribution towards the installation of traffic control signals at Stadacona Drive West (Bristol Road)/ street 'E' not be required as a condition related to Draft Plan of Subdivision under file T-83027 (Phase II) Traders Associates (400556 Ontario Limited).

T-83027  
F.06.01  
(OW-261-86)

OW-262-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on Mavis Road, both sides, from Central Parkway to Highway 403.

F.06.04.02  
(OW-262-86)

- OW-263-86 (a) That the No Parking signs on Mississauga Road in the area of the spring be upgraded and enforcement of such be requested.
- (b) That "Hidden Driveway" signs be placed on both sides of the spring area.
- (c) That the Engineering and Works Department continue to monitor this area.

F.06.04.01  
(OW-263-86)

OW-264-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize housekeeping changes dealing with Petersburg Crescent in Area Z-28.

F.06.04.01  
(OW-264-86)

OW-265-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize housekeeping changes dealing with no heavy trucks on Sheridan Park Drive in Area Z-18.

F.06.04.06  
(OW-265-86)

September 3, 1986

- OW-266-86 (a) That a by-law be enacted to authorize the temporary closure of portions of Briarwood Avenue and Helene Street for the purpose of Harvest Fest '86 on September 13, 1986.
- (b) That the Port Credit Business Association be granted permission to hold Harvest Festival 1986 on Saturday, September 13, 1986 from 10:00 a.m. to 6:00 p.m. on Briarwood Avenue - between Forest Avenue and north of the business section and Helene Street - south of Lakeshore Road to the laneway, south of the business section, subject to the following conditions:
- (i) Proof of liability insurance in the amount of one million dollars;
  - (ii) Provision of a Hold Harmless and Indemnification Agreement with the City stating that the applicant is responsible totally for their own liability incurred as a result of their activities and indemnifying the City with respect to any claims made against the City, its employees and/or agents resulting from the activities;
  - (iii) Completion of a road closure permit with the Engineering Department at least five (5) days prior to the event;
  - (iv) Police supervision of the event as deemed necessary by the Peel Regional Police;
  - (v) Notification by the Port Credit Business Association to the effected residents on Briarwood Avenue of the road closure at least one week in advance of the event and maintenance of local residents access during the event;
  - (vi) Provision of barricades for the roads to be obtained by the applicant and placed under Police supervision.

F.02.04.04  
(OW-266-86)

- OW-267-86 That a by-law be enacted to amend By-law 43-82, as amended, being a by-law to provide for the appointment of Municipal Enforcement Officers and Peace Officers for the purpose of enforcing City by-laws, required to reflect staff changes within the Department.

L.07.01.02  
(OW-267-86)

- OW-268-86 That a by-law be enacted to amend By-law 115-76, as amended, being a by-law to provide for the appointment of Building Inspectors for the purpose of enforcing the Ontario Building Code Act required to reflect staff changes within the Department.

L.07.01.02  
(OW-268-86)

September 3, 1986

OW-269-86 That a by-law be enacted to authorize execution of an Encroachment Agreement between the Owner of Lot 18, Plan TOR-7 municipally known as 2579 Proudfoot Street and The Corporation of the City of Mississauga

E.02.07.01  
(OW-269-86)

OW-270-86 That a by-law be enacted to authorize execution of the "Application to Purchase Easement" together with any related documents required upon acceptance of the Application for lands described as Part of Lots 19 and 20, Conc. 2, N.D.S., located south of Highway 403/east of Mavis Road for the sum of \$2,500.00.

B.02.77060  
(OW-270-86)

OW-271-86 (a) That a by-law be enacted to authorize execution of the Offer to Sell dated August 11, 1986, from Kelly and Helen Dunnill with respect to Part of Lot 7, Concession 10, New Survey, and authorizing the execution of any further documents required under the provisions of the Offer to Sell (reconstruction of Tenth Line from Britannia Road to Battleford Road).

(b) That a by-law be enacted to authorize execution of the Offer to Sell dated August 14, 1986, from Fred and Mary Workman with respect to Part of Lot 7, Concession 10, New Survey, and authorizing the execution of any further documents required under the provisions of the Offer to Sell (reconstruction of Tenth Line from Britannia Road to Battleford Road).

J.05.85004  
(OW-271-86)

OW-272-86 That a by-law be enacted to authorize execution of the Agreement dated August 21, 1986, between The Corporation of the City of Mississauga and Coulter Swallow Associates to provide consulting services to evaluate the noise problem adjacent to Knob Hill Estates the costs of the services to be drawn from the Developer's Letter of Credit in the amount of \$1,080.00.

B.06.542.02  
(OW-272-86)



OW-273-86 That the request set out in a letter dated August 5, 1986, from Mr. Victor Dumas, Recruitment Committee, Big Brothers of Peel, requesting permission to display 'Be A Big Brother', clear vinyl stickers on the windows of taxicabs and limousines in the City of Mississauga, for the month of September 1986, Big Brother Month, be endorsed.

A.04.01  
L.08.04.01  
(PVA-33-86)

OW-274-86 That the letter dated May 5, 1986, from Mr. Anthony M. Speciale with regard to the Toronto Airport Limousine Operators Association and the fee charged for the transfer of Taxicab or Airport Public Transportation Vehicle Owner's Licences, be referred to staff for a report to the Public Vehicle Authority regarding the maximum fee to be charged Taxicab or Airport Transportation Vehicle Owners, for any such transfer.

L.08.02  
(PVA-34-86)

OW-275-86 That the Report dated July 30, 1986, from A. E. McDonald, Acting Commissioner, Building, Zoning and Licensing, to the Public Vehicle Authority, with regard to Report Request 210-86 additional taxi licences, and Report Request 211-86 tariff increase, be received for information.

L.08.02  
L.08.04.02  
(PVA-35-86)

- OW-276-86 (a) That the rules and procedures for the issuance of additional taxicab owner's licences as set out in Public Vehicle Licensing By-law 697-84, as amended, and contained in the procedural guidelines adopted by City Council on January 28, 1985, be carried out in the normal manner for this licence issuance.
- (b) That after posting the names of applicants from the Priority List who are being considered for issuance of a licence and No Objections have been received, staff shall issue the appropriate number of additional licences and report the licence issuance to City Council.
- (c) That where Objections are received against an applicant whose name had been posted, his application shall be referred to the Licence Appeal Committee for further consideration.

September 3, 1986

- (d) That six additional taxicab owner's licences be issued in the following manner:
  - (i) Three to be issued in October 1986
  - (ii) Three to be issued in December 1986
- (e) That the Public Vehicle Licensing By-law 697-84, as amended, be further amended to increase the "Limitation Number" of taxicab owner's licences by six, to a total of 379.
- (f) That sufficient number of successful applications from the Taxicab Owner's Priority Waiting List be processed to fulfill the "New Limitation of Owner's Licences" total, keeping in mind any appeals that may be pending.
- (g) That for each issuance period the taxicab owner's fees in effect at that time will be applied.
- (h) That the issuance of additional taxicab owner's licences, as set out below, be referred to the January 1987 meeting of the Public Vehicle Authority:
  - (i) Three to be issued in February 1987
  - (ii) Three to be issued in April 1987.
  - (iii) Two to be issued in June 1987.

L.08.04.02  
(PVA-36-86)

- OW-277-86
- (a) That no increase be approved for the taxicab meter tariff at this time, due to the decrease in operating costs for a taxicab operator.
  - (b) That the question of the flat rate tariff be taken back to the Public Vehicle Authority for review, at a later date.

L.08.02  
(PVA-37-86)

- OW-278-86
- (a) That the letter dated June 20, 1986, from The Honourable Bernard Grandmaitre, Minister of Municipal Affairs, to the Honourable Don Mazankowski, Minister of Transport, regarding proposed changes to the Municipality of Metropolitan Toronto Act, and a letter from The Honourable Don Mazankowski to the Honourable Bernard Grandmaitre regarding this matter, be received for information.

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- (b) That the letter dated July 8, 1986 from Peter Pellier to Mayor H. McCallion regarding a letter by The Honourable Bernard Grandmaitre, Minister of Municipal Affairs to Taxi News be received.

L.08.04.02  
L.08.04.03  
(PVA-38-86)

- OW-279-86 That the report dated July 3, 1986, from A. E. McDonald, Acting Commissioner of Building, and M. Virginia MacLean, Director of Legal Services, regarding financing the Consultant's Report in response to proposed amendments to the Municipality of Metropolitan Toronto Act relating to airport taxicabs and limousines, be received for information.

L.08.04.02  
L.08.04.03  
(PVA-39-86)

- OW-280-86 (a) That the report dated July 29, 1986, from Mr. A. E. McDonald, Acting Commissioner of Building, Zoning and Licensing, regarding Classique Regal Livery Inc. 973 Brock Road, Unit 10, Pickering, Ontario application for a Public Vehicle Operating Licence for the Transportation of passengers and express freight between points in the Towns of Pickering, Ajax, Whitby and the City of Oshawa and Lester B. Pearson International Airport, with no pickup or discharge enroute, be received for information.

- (b) That the Regional Municipality of Peel be requested to circulate any applications for Public Vehicle Operating Licences to the Airport Taxicab Association, the Independent Limousine Owners and Drivers Association, and the Limousine Owners Association, located at Lester B. Pearson International Airport, Vehicle Holding Compound Office, P. O. Box 6003, Toronto A.M.F. Ontario L5P 1B5..

L.08.03  
(PVA-40-86)

- OW-281-86 That the report dated July 29, 1986, from Mr. A. E. McDonald, Acting Commissioner of Building, Zoning and Licensing, regarding Melvin Leasa, operating as Airports Anywhere Transportation 164 John Street South, Stratford, application for a Public Vehicle Operating Licence, for the carriage of passengers and express freight between the City of Stratford, points in the Townships of Downie, Ellice, North Easthope, South Easthope, East Zorra-Tavistock and the Lester B. Pearson International Airport with no pickup or discharge en route, be received for information.

L.08.03  
(PVA-41-86)



OW-282-86 That the report dated July 29, 1986, from Mr. A. E. McDonald, Acting Commissioner of Building, Zoning and Licensing, regarding Allandale School Transit Ltd. 137 Brock St., Barrie, Ontario application for a Public Vehicle Operating Licence, for the transportation of passengers and express freight between points in the City of Simcoe and the Lester B. Pearson International Airport with no pickup or discharge en route, be received for information.

L.08.03  
(PVA-42-86)

OW-283-86 That Mr. Frank Hubbs, driver of Mississauga Taxicab #311, be nominated for Taxicab Driver of the Month for May 1986, for assistance rendered to a stranded motorist.

L.08.04.04  
(PVA-43-86)

OW-284-86 That Mr. Lawrence Nicol, driver of Mississauga Taxicab #280, be nominated for Taxicab Driver of the Month for June 1986, for alerting C. N. Rail to a problem he observed at the Cawthra Road crossing.

L.08.04.04  
(PVA-44-86)

OW-285-86 That Mr. Dalip Sarna, driver of Mississauga Taxicab #212, be nominated for Taxicab Driver of the Month for July 1986, for assistance rendered in locating lost luggage.

L.08.04.04  
(PVA-45-86)

OW-286-86 That the letter dated June 12, 1986, from Mr. Antonio Gomez, President, Independent Limousine Owners and Drivers Association, to Mr. J. Mattick, Transport Canada and Councillor F. McKechnie, City of Mississauga, with regard to One-Line Dispatching and Scooping at the Airport, be received for information.

L.08.04.02  
L.08.04.03  
(PVA-46-86)

OW-287-86 That the letter dated July 28, 1986, from Mr. Maroun Hanna regarding the time of the Public Vehicle Authority meetings, be deferred to the next meeting of the Public Vehicle Authority.

A.03.04.11.03  
(PVA-47-86)

- OW-288-86 (a) That John Baranyai, Owner of Peel Taxi be advised that Peel Taxi's policy of applying a mandatory 5 per cent discount to all charges submitted for credit by drivers, would appear to be contrary to Section 72, Subsection 8 of the Public Vehicle Licensing By-law 697-84, and the application of this policy should be ceased immediately.
- (b) That if this matter is taken to court, and the courts find that the provisions of the Public Vehicle Licensing By-law 697-84, are being contravened by Peel Taxi, Peel Taxi be requested to refund any monies collected illegally.

L.08.02  
(PVA-48-86)

- OW-289-86 That the report dated July 9, 1986 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding the crossing guard policy - flexible boundary and private school students, be received for information.

F.06.01  
(TSC-56-86)

- OW-290-86 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to inspect Woodington Drive at St. Peter and Paul School, in September 1986, pursuant to a request from Mrs. June Puttock, 4204 Woodington Drive, for a crossing guard at St. Peter and Paul School.

F.06.03.02  
(TSC-57-86)

- OW-291-86 That pursuant to a request from Councillor M. Prentice, the Site Inspection Subcommittee of the Traffic Safety Council be requested to inspect the corner of Fieldgate Drive and Bough Beeches Boulevard, in September 1986, to determine if an additional crossing guard is warranted at this location.

F.06.03.02  
(TSC-58-86)

- OW-292-86 That the letter dated July 2, 1986 from B. Clevely, Acting Inspector, Traffic Services, Peel Regional Police, in which he expresses thanks to the Traffic Safety Council on behalf of the Peel Regional Police, the competitors and their families for their generous contribution to the Regional Bicycle Rodeo Finals, be received for information.

F.06.03.05  
F.06.03.07  
(TSC-59-86)



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OW-293-86 That the letter dated June 30, 1986 from Maria Iocco, in which she expresses concern for the safety of children crossing at Rathburn Road and Cawthra Road during school days, be referred to the Traffic Section of the Engineering Department for investigation and report back to the Traffic Safety Council.

F.06.03.02  
(TSC-60-86)

OW-294-86 That the following requests for site inspections be referred to the Site Inspection Subcommittee of the Traffic Safety Council, for site inspections to take place in September 1986, to determine if crossing guards are warranted at these locations:

- (a) Homelands Drive at the walkway through Thornlodge Park.
- (b) Cawthra Road/CNR Railway Tracks
- (c) Lakeshore Road/Clarkson Road  
Railway Tracks/Clarkson Road North  
Truscott Drive/Clarkson Road North
- (d) Burnhamthorpe Road/Central Parkway

F.06.03.02  
(TSC-61-86)

OW-295-86 Whereas the Peel Board of Education has provided a safe means of transportation to school by bussing, for the children who attend Oakridge Public School and cross at Mississauga Road and Highriver Court, the crossing guard at this location be removed as warrants are no longer met.

F.06.03.02  
(TSC-62-86)

OW-296-86 That, pursuant to a letter dated June 17, 1986, from Mr. J. E. Bishop, 4540 Gullfoot Circle, Mississauga, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out an inspection at Bud Gregory Boulevard and Central Parkway to determine what safety hazards exist.

F.06.03.02  
(TSC-63-86)

OW-297-86 That, pursuant to a request from Councillor P. Mullin, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Clarkson Road and Pengilley Place, to determine if a crossing guard is warranted at this location.

F.06.03.02  
(TSC-64-86)